Town of Oakville
Planning and Development Council

AGENDA

Date: Monday, April 20, 2026
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.

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, March 23, 2026 8 - 14

Recommendation:
That the minutes of the Regular Session of Planning and Development Session of Council, March 23, 2026, be approved.

3.2 Minutes of the Confidential Session of Planning and Development Session of Council, March 23, 2026

Recommendation:
That the minutes of the Confidential Session of Planning and Development Session of Council, March 23, 2026, be approved.

4. Advisory Committee Minutes

4.1 Heritage Oakville Advisory Committee Minutes - March 24, 2026 15 - 18

Recommendation:
That the following recommendations pertaining to Items 4.2 and 4.3 of the Heritage Oakville Advisory Committee minutes from its meeting on March 24, 2026 be approved and the remainder of the minutes be received:

4.2 Heritage Permit Application HP004/26-42.20M – 361 Macdonald Road – Construction of new rear addition

1. That Heritage Permit Application HP004/26-42.20M for the construction of a new rear addition at 361 Macdonald Road, as attached in Appendix B to the report dated March 10, 2026 from Planning & Development, be approved subject to the approval of final details on the new cladding, trim, windows and doors by Heritage Planning staff; and
2. That this heritage permit expire two years from the date of final approval by Council.

4.3 Heritage Permit Application HP003/26-42.20D – 53 Dunn Street – Replacement of detached garage

1. That Heritage Permit Application HP003/26-42.20D for the replacement of the detached garage at 53 Dunn Street, as attached in Appendix B to the report dated March 10, 2026 from the Planning and Development Department, be approved subject to the approval of final details on the new cladding, trim, windows and doors by Heritage Planning staff; and
2. That this heritage permit expire two years from the date of final approval by Council.

5. Consent Item(s)

5.1 Recommendation Report – Seasonal Commercial Patios on Private Property 19 - 25

Recommendation:

1. That staff be authorized to reinstate the seasonal patios on private property component of the former Commercial Recovery Initiative (2020 to 2023) for the 2026 patio season by exempting the provision of required parking under section 40 of the *Planning Act* granted at nominal value to accommodate patio installations on private property.
2. That the application fee for requisite approvals associated with permitting seasonal patio installations on private property be waived for 2026.
3. That authority to implement requests for seasonal patios on private property in 2026 be delegated to the Commissioner of Community Development.
4. That staff develop a Seasonal Commercial Patio Program for Private Property to launch for the 2027 patio season.

6. Confidential Consent Item(s)

There are no Confidential Consent Items listed for this agenda.

7. Public Hearing Item(s)

7.1 Public Meeting – Zoning Review for Low Density Residential lands south of Dundas Street subject to Zoning By-law 2014-014 26 - 235

Recommendation:

1. That comments from the public with respect to proposed Town-initiated Zoning By-law amendments to Zoning By-law 2014-014 be received.
2. That staff consider such comments as may be provided by Council.

8. Discussion Item(s)

8.1 **Recommendation Report – Zoning By-law Amendment and Draft Plan of Subdivision, Argo Lions Valley, 1303 Dundas Street West, File No. Z.1323.01 and 24T-25002.1323** 236 - 365

Recommendation:

1. That the Director of Planning and Development be authorized to grant draft plan approval to the Draft Plan of Subdivision (24T-25002.1323) submitted by Argo Lions Valley, prepared by R-PE Surveying Ltd., dated March 3, 2026, subject to the conditions contained in Appendix 'H';
2. That By-law 2026-046, an amendment to Zoning By-law 2009-189, be passed;
3. That, in accordance with Section 34(17) of the *Planning Act*, no further notice is determined to be necessary; and,
4. That notice of Council's decision reflects that the comments from the public have been appropriately addressed.

8.2 **Recommendation Report – Zoning By-law Amendment, Valgo LP, 1320 Wheat Boom Drive, File No., Z.1308.07** 366 - 423

Recommendation:

1. That the revised Zoning By-law Amendment application submitted by Valgo LP (File No.: Z.1308.07), be approved;
2. That By-law 2026-058, an amendment to Zoning By-law 2009-189, be passed;
3. That the notice of Council's decision reflects that Council has fully considered all of the written and oral submissions relating to these matters and that those comments have been appropriately addressed; and,
4. That, in accordance with Section 34(17) of the *Planning Act*, no further notice is deemed to be necessary.

8.3 Recommendation Report, Zoning By-law Amendment, 3000 Sixth Line and 21 Dundas Street West, File No. Z.1316.12

424 - 510

Recommendation:

1. That the Zoning By-law Amendment application, submitted by Shoppers Realty Inc. (File No.: Z.1316.12), be approved;
2. That By-law 2026-050, an amendment to Zoning By-law 2009-189, be passed;
3. That the notice of Council's decision reflect that Council has fully considered all of the written and oral submissions relating to these matters and that those comments have been appropriately addressed; and,
4. That, in accordance with Section 34(17) of the *Planning* Act, no further notice is deemed to be necessary.

8.4 Recommendation Report – Town-initiated Official Plan Amendment – Housing Policies (File No. 42.24.28)

511 - 548

Recommendation:

1. That By-law 2026-055, a by-law to adopt Official Plan Amendment 78 to the Livable Oakville Plan, be passed.
2. That the Town-initiated Official Plan Amendment regarding housing policies (File No. 42.24.28) be approved.
3. That notice of Council's decision reflect that Council has fully considered all written and oral submissions relating to this matter and that those comments have been appropriately addressed.
4. That the Ministry of Municipal Affairs and Housing be advised that the definition of "additional needs housing" is consistent with the proposed definition of same in Official Plan Amendment 70.

9. Confidential Discussion Item(s)

There are no Confidential Discussion Items listed for this agenda.

10. New Business

(Emergency, Congratulatory, Notice of Motion or Condolence)

11. Request for Report(s)

12. Consideration and Reading of By-laws

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

12.1 By-law 2026-046

A by-law to amend the North Oakville Zoning By-law 2009-189 to permit the development of a medium and low density residential subdivision for the lands described as 1303 Dundas Street West, PT LT 23, CON 1 Trafalgar NDS, Town of Oakville, North of Dundas (Argo Lions Valley, File No.: Z.1323.01) **(Re: Item 8.1)**

12.2 By-law 2026-050

A by-law to amend the North Oakville Zoning By-law 2009-189 to permit the use of the lands described as 3000 Sixth Line & 21 Dundas Street West, Town of Oakville **(Re: Item 8.3)**

12.3 By-law 2026-055

A by-law to adopt an amendment to the Livable Oakville Plan, Official Plan Amendment Number 78 (Housing Policies - File No.42.24.28) **(Re:Item 8.4)**

12.4 By-law 2026-058

A by-law to amend the North Oakville Zoning By-law 2009- 189 to permit the use of the lands described as 1320 Wheat Boom Drive, Town of Oakville **(Re: Item 8.2)**

12.5 By-law 2026-061 549 - 550

A by-law to declare that certain land is not subject to part lot control (Block 262, Plan 20M-1288 – Mattamy (Joshua Creek) Limited)

12.6 By-law 2026-062 551 - 551

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

13. Adjournment

Town of Oakville

Planning and Development Council

MINUTES

Date: **March 23, 2026**
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 O'Meara
Councillor Xie

Regrets: Councillor Nanda

Staff: J. Clohecy, Chief Administrative Officer
M. Mizzi, Commissioner of Community Development
P. Fu, Commissioner of Community Infrastructure
D. Carr, Town Solicitor
J. Huctwith, Assistant Town Solicitor
G. Charles, Director of Planning and Development
S. Campbell, Director of Municipal Enforcement Services
R. Diec Stormes, Director - Economic Development
K. Biggar, Manager of Policy Planning and Heritage
L. Musson, Senior Manager Planning & Development
K. Parker, Manager of Development Services
A. Petrus, Policy Planner

K. McLaughlin, Heritage Planner
J. Gomez, Chief of Staff, Mayors Office
W. Short, Town Clerk
A. Coyne, Deputy Clerk
C. Fraresso, Supervisor Council and Committee Services
N. Coric, Council and Committee Coordinator

The Town of Oakville Council met in regular session to consider planning matters on this 23rd day of March, 2026 in the Council Chamber of the Oakville Municipal Building, 1225 Trafalgar Road, commencing at 6:30 p.m.

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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 the previous Planning and Development Council Meeting(s)

3.1 Minutes of the Regular Session of the Planning and Development Session of Council, March 2, 2026

Moved by Councillor Duddeck
Seconded by Councillor Lishchyna

That the minutes of the Regular Session of Planning and Development Session of Council, March 2, 2026, be approved.

CARRIED

4. Advisory Committee Minutes

4.1 Heritage Oakville Advisory Committee Minutes - February 24, 2026

Moved by Councillor Longo
Seconded by Councillor Xie

That the Heritage Oakville Advisory Committee Minutes dated February 24, 2026, be received.

CARRIED

5. Consent Item(s)

There were no Consent Items.

6. Confidential Consent Item(s)

There were no Confidential Consent Items.

7. Public Hearing Item(s)

7.1 Public Meeting Report – Town-initiated Official Plan Amendment, North Oakville East Commercial Study Implementation (File No. 42.15.73)

Moved by Councillor Xie
Seconded by Councillor Adams

1. That comments from the public with respect to the draft Town-initiated Official Plan Amendment to implement the findings of the North Oakville East Commercial Study (File No. 42.15.73) be received.
2. That staff consider comments as provided by Council:
    - Clarify how interim uses will not remain on site long-term, including consideration of a timeline
    - Clarify mapping and information received from public submissions
    - Clarify that policies can facilitate development of large format commercial (e.g. grocery stores) in an urban form
    - Modify the map colours for Secondary Activity Nodes on Figure NOE1 – Community Structure
    - Highlight example of assigned mixed use gross floor area per building

- Clarify how gross floor area and dimensions are usable in the allocation of commercial space
- Clarify policies or design guidelines to address street animation
- Clarify opportunities for policies to consider traffic impacts and adequate parking

CARRIED

8. Discussion Item(s)

8.1 Downtown Oakville Heritage Conservation District Review – Revised District Plan and Guidelines

The following delegate spoke to this item: Sophia Huang.

Moved by Councillor Haslett-Theall
Seconded by Councillor Gittings

1. That the revised Downtown Oakville Study Inventory Sheets attached as Appendix A in the report, dated March 10, 2026, from the Planning and Development Department, be adopted; and
2. That By-law 2026-047, attached as Appendix B, a by-law to amend By-law 2013-004, being a by-law to designate the Downtown Oakville Heritage Conservation District under Section 41 of the *Ontario Heritage Act*, to revise the Downtown Oakville Heritage Conservation District Plan and Guidelines, dated January 2026, be passed.

CARRIED

In accordance with Section 2(8) of the Procedure By-law, the following items were considered out of order.

10. New Business

There was no new business.

11. Request for Report(s)

There were no requests for reports.

9. Confidential Discussion Item(s)

9.1 Confidential - TOC Update

Moved by Councillor Lishchyna
Seconded by Councillor Duddeck

CLOSED SESSION

That Council resolve into a closed meeting session as this matter may be considered in the absence of the public under Section 239(2) of the *Municipal Act* because it deals with:

a. a proposed or pending acquisition or disposition of land by the municipality or local board;

b. advice that is subject to solicitor-client privilege, including communications necessary for that purpose;

c. information explicitly supplied in confidence to the municipality or local board by Canada, a province or territory or a Crown agency of any of them;

a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board;

with respect to Item 9.1 - Confidential TOC Update

CARRIED

Council resolved into closed session at 7:29 p.m.

Council reconvened in open session at 9:07 p.m.

Moved by Councillor Adams
Seconded by Councillor Lishchyna

That the confidential direction provided in the report from the Office of the Mayor dated March 20, 2026 be approved.

For (8): Mayor Burton, Councillor Adams, Councillor Chisholm, Councillor Grant, Councillor Knoll, Councillor Lishchyna, Councillor Longo, and Councillor Xie

Against (6): Councillor Duddeck, Councillor Elgar, Councillor Gittings, Councillor Haslett-Theall, Councillor McNeice, and Councillor O'Meara

Absent (1): Councillor Nanda

CARRIED (8 to 6)

12. Consideration and Reading of By-laws

12.1 By-law 2026-049

A by-law to declare that certain land is not subject to part lot control (Blocks 65, 69, 71, 72 and 77, Plan 20M-1305 – Mattamy (Joshua Creek) Limited)

12.2 By-law 2026-047

A by-law to amend By-law 2013-004, being a by-law to designate the Downtown Oakville Heritage Conservation District under Section 41 of the Ontario Heritage Act, to revise the Downtown Oakville Heritage Conservation District Plan and Guidelines dated January 2026. **(Re: Item 8.1)**

12.3 By-law 2026-054

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

Moved by Councillor Longo
Seconded by Councillor Xie

That by-laws noted above be passed.

CARRIED

The Mayor gave written approval of the by-laws noted above that were passed during the meeting.

13. Adjournment

The Mayor adjourned the meeting at 9:10 p.m.

Andrea Coyne, Deputy Clerk

Heritage Oakville Advisory Committee

MINUTES

Date:	**March 24, 2026**
Time:	**9:30 am**
Location:	**Council Chamber**

Members:	Drew Bucknall, Chair Gerarda (Geri) Tino, Vice-Chair Russell Buckland Kerry Colborne Emma Dowling (left at 10:30 a.m.) George Gordon Susan Hobson Jason Judson Bob Laughlin Councillor Longo Councillor McNeice
Staff:	G. Charles, Director, Planning and Development K. Biggar, Manager of Policy Planning and Heritage C.Van Sligtenhorst, Heritage Planner S. Schappert, Heritage Planner K. McLaughlin, Heritage Planner L. Harris, Council and Committee Coordinator
Also Present:	Mike Hudson, The Planning Partnership Rakesh Mistry, Waterfront Development Projects Coordinator Beth Barron, Strategic Business Advisor

A meeting of the Heritage Oakville Advisory Committee was held on March 24, 2026, 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 April 20, 2026 for approval and any changes by Council will be noted in the Planning and Development Council minutes.

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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 Previous Meeting(s)

3.1 Minutes of February 24, 2026

Moved by George Gordon

That the minutes of the Heritage Oakville Advisory Committee meeting of February 24, 2026, be approved.

CARRIED

4. Discussion Item(s)

4.1 Heritage Grant Working Group 2026

Moved by Councillor McNeice

That the Heritage Grant Working Group for 2026 be created and membership of the working group be determined.

CARRIED

4.2 Heritage Permit Application HP004/26-42.20M – 361 Macdonald Road – Construction of new rear addition

The following delegate spoke on this item:
Danielle Hibberd, Applicant

Moved by Councillor Longo

1. That Heritage Permit Application HP004/26-42.20M for the construction of a new rear addition at 361 Macdonald Road, as attached in Appendix B to the report dated March 10, 2026 from Planning & Development, be approved subject to the approval of final details on the new cladding, trim, windows and doors by Heritage Planning staff; and
2. That this heritage permit expire two years from the date of final approval by Council.

CARRIED

4.3 Heritage Permit Application HP003/26-42.20D – 53 Dunn Street – Replacement of detached garage

Moved by Gerarda (Geri) Tino

1. That Heritage Permit Application HP003/26-42.20D for the replacement of the detached garage at 53 Dunn Street, as attached in Appendix B to the report dated March 10, 2026 from the Planning and Development Department, be approved subject to the approval of final details on the new cladding, trim, windows and doors by Heritage Planning staff; and
2. That this heritage permit expire two years from the date of final approval by Council.

CARRIED

4.4 Bronte Waterfront Strategy and the Bronte Harbour and Bluffs Cultural Heritage Landscape

Moved by George Gordon

That the report titled Bronte Waterfront Strategy and the Bronte Harbour and Bluffs Cultural Heritage Landscape, dated March 10, 2026, from Planning & Development, be received.

CARRIED

5. Information Item(s)

There were no information items

6. Date and Time of Next Meeting

April 28, 2026
Oakville Municipal Building
Council Chamber - 9:30 a.m.

7. Adjournment

Moved by Susan Hobson

That this meeting be adjourned.

CARRIED

The meeting adjourned at 10:45 a.m.

OAKVILLE

REPORT

Planning and Development Council

Meeting Date: April 7, 2026

FROM:	Planning and Development Department
DATE:	April 7, 2026
SUBJECT:	**Recommendation Report – Seasonal Commercial Patios on Private Property**
LOCATION:	Town-wide
WARD:	Town-wide

RECOMMENDATION

1. That staff be authorized to reinstate the seasonal patios on private property component of the former Commercial Recovery Initiative (2020 to 2023) for the 2026 patio season by exempting the provision of required parking under section 40 of the *Planning Act* granted at nominal value to accommodate patio installations on private property.

2. That the application fee for requisite approvals associated with permitting seasonal patio installations on private property be waived for 2026.

3. That authority to implement requests for seasonal patios on private property in 2026 be delegated to the Commissioner of Community Development.

4. That staff develop a Seasonal Commercial Patio Program for Private Property to launch for the 2027 patio season.

KEY FACTS

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

- At the March 2, 2026 Planning and Development Council meeting, staff presented proposed amendments to two zoning by-laws to permit and regulate seasonal commercial patios on private property (Item 7.1).

- While considering the issues raised by Council related to adjudicating supply/demand of on-site parking spaces and providing broader flexibility, staff concluded the amended regulations cannot adequately address the variability in parking demand, unique site configurations, rotating tenant mix, or seasonal operational challenges that arise on commercial plazas and restaurant sites.

- Staff recommend that a program-based approach will be the most effective way to meet the objectives identified by Council; that is, an equitable, consistent, low-burden, and cost-effective process that supports safe seasonal patio installations.

- Staff will develop a permanent town-wide program, administered by Municipal Enforcement Services, supported by design and technical reviews from relevant departments, with the intent of establishing a permit-based process that offers flexibility, consistency, and predictable requirements for installing and operating a seasonal patio on private property.

- Staff will return to Council to present a full program framework, including a stand-alone Patio By-law and proposed fee structure. The latter will be considered as part of the 2027 budget process.

- For the 2026 patio season, staff recommend reinstating the seasonal patio on private property permissions from the former Commercial Recovery Initiative.

- Through the development of a seasonal commercial patio program for private property, Council and staff can provide opportunities for seasonal patios town-wide and continue to foster a vibrant patio culture for residents and visitors while supporting the local business community.

BACKGROUND

Patios and bistros activate commercial districts throughout Oakville, add vibrancy to local commercial sites, and provide highly sought after outdoor dining opportunities. Over the last decade, in response to local and global economic challenges, Town Council and staff provided substantial support for outdoor dining by way of localized pilot projects, pandemic-related initiatives and, more recently, a permanent seasonal patio program for installations on public land.

While most of the progress has created opportunities for patios on public land, permitting seasonal patios on private property remains problematic due to the zoning requirement for on-site parking associated with patio installations and the absence of a seasonal option within the zoning framework. As a result,

restauranteurs seeking to install seasonal patios face the same regulatory obligations for permanent installations despite the intended temporary use.

At the March 2, 2026 Planning and Development Council (item 7.1) meeting, Council hosted a statutory public meeting and staff presented proposed Zoning By-law Amendments (ZBA) to Zoning By-laws 2014-014 and 2009-189 intending to achieve clarity of the existing patio regulations, to differentiate between permanent and seasonal patio installations, and to establish consistency in the definitions and regulations town-wide. Questions and feedback from Members of Council reflected their interest in maintaining greater control over the total number, distribution and assignment of parking spaces for seasonal patio installations, while also incorporating greater flexibility in operating timelines and removals.

COMMENTS

ZBAs were initially explored to allow seasonal patio installations on private property; however, considering the issues raised by Council and practical realities, some locations would still require a costly planning process to enable temporary seasonal installations.

In considering Council's concerns, staff determined the zoning by-law regulations are limiting as the overall zoning framework relies on fixed rates, absolute standards, and no capacity to tailor requirements to site-specific conditions. As a result, ZBAs alone may not adequately address the variability in parking demand, unique site configurations, rotating tenant mix, or seasonal operational challenges that arise across commercial plazas and restaurant sites.

Given these complexities, staff determined that a program-based approach will be the most effective way to meet the objectives identified by Council; that is, an equitable, consistent, low-burden, and cost-effective process that supports safe seasonal patio installations. Developing a program-based framework – similar to the Seasonal Commercial Patio Program (SCPP) for public land – will allow staff to apply professional judgment, assess sites individually, and adapt requirements based on operational realities while ensuring public safety. This approach also achieves lower-cost and lower-effort outcomes – for the Town and restauranteurs – by offering seasonal opportunities without the administrative burden of planning applications or site-specific zoning relief.

With this change in direction, staff will pause the ZBA work in 2026 and pivot towards creating a seasonal commercial patio program for private property to launch in 2027. As an interim measure, staff recommend re-establishing the seasonal patio on private property component of the former Commercial Recovery Initiative (CRI) for the 2026 patio season.

Reinstating the CRI on private property for 2026 Patio Season

The CRI was established during the early pandemic period as a rapid response mechanism to support local businesses in part by enabling temporary outdoor dining opportunities through a streamlined, low-burden process. Refer to Council Decisions May 25, 2020 (under New Business see resolution for "Commercial Recovery Initiative" starting on page 4). This Initiative successfully facilitated both public land and private property patio installations at a time when indoor dining was prohibited. It remained an effective tool until the initiative formally concluded at the end of 2023.

For the 2026 patio season, reinstating the CRI permissions serves as a bridge by providing restauranteurs with a simplified approval pathway grounded in an agreement-based model rather than zoning permissions. Council must temporarily exempt the provision of required parking under section 40 of the *Planning Act* to accommodate patio installations on private property and collect a nominal fee. The Town and applicant must enter into an agreement that outlines operational requirements and insurance obligations, along with property-owner authorization. This tested approach (2020 to 2023) provides a feasible, low-cost option that can be administered within existing staff resources.

If approved to proceed, the proposed 2026 approach will maintain the May 1 to November 1 timeframe for installation, operation, and removal. To extend beyond the timeframe, an extension request must be approved to permit installation until December 31, 2026. Staff also recommend waiving an application fee during the transition. However, should Council determine a processing fee is required to offset administrative costs, staff recommend collecting $442.00, which is the 2026 fee applied to enclosed patios on public lands.

Developing the Seasonal Commercial Patio Program for Private Property

The development of a Seasonal Commercial Patio Program (SCPP) for private property is intended to provide a long-term, predictable, and flexible framework for managing temporary patio installations town-wide. This program will establish consistent expectations for operators, ensure safety and compliance, and deliver an equitable process that responds to the operational realities of seasonal patios.

Program development will occur in 2026 for implementation in 2027. The program will be developed by staff representing key departments with technical expertise and administrative capacity. The program development team will prepare and present recommendations for Council consideration and approval through the 2027 Budget Committee and a future Council meeting.

Staff propose the development of a dedicated Seasonal Commercial Patio By-law to regulate the location, configuration, design criteria, and operational practices. It is

anticipated that a stand-alone by-law, like the Sign By-law, can effectively address unique aspects of permitting patios and incorporate thresholds for site-specific variations that can be delegated to staff. Should a request exceed the by-law permissions and parameters for delegated variation, the matter could be brought before the Appeals Committee to render a decision.

While the bespoke patio by-law will incorporate best practice approaches and lessons learned during the CRI, staff will seek synergies with the existing SCPP (public lands) for consistency, streamlining processes, and potential resource sharing, such as application intake, user guidelines and resources, program promotion, and communications.

The program will be administered by Municipal Enforcement Services (MES) through Business Licensing. This is a natural fit given its ongoing interaction with businesses and established administrative processes. At this time, no additional staffing resources are required, although demand levels and permit volumes will be monitored and reassessed through future budget cycles should additional staffing be required. Design and technical reviews will be completed by Planning and Development, Transportation and Engineering, and other departments as needed.

The program will operate on an annual permit basis. Each permit will outline the operator's obligations and staff will retain authority to modify or revoke a permit if non-compliance. The application process will be simple and standardized, with automation supported through integration with the AMANDA system for database management, tracking, and enforcement. An online portal, shared with the SCPP for public land, will offer centralized access to applications, guidelines, and resources.

A fee structure will be developed based on cost recovery and brought forward through the 2027 budget process. Staff will consider a tiered model that ensures fees correspond to the level of staff effort, for example, an initial application fee would cover staff time for site visits, permit preparation, and inspections, while the annual fee for a returning participant could be just a percentage of the initial fee.

CONSIDERATIONS

(A) PUBLIC

While notification for this meeting is not legislatively required, staff provided information and notice of this agenda item by direct emails to resident associations, BIAs, the Chamber of Commerce, past CRI program participants, and restaurant operators interested in installing seasonal patios on private property in 2026.

During the development of the Seasonal Commercial Patio Program for private property, staff will engage restaurant operators, property owners/managers, interest holders and the public to gather input and feedback to shape components of the program.

(B) FINANCIAL

There are no financial implications to Town departments to implement the 2026 relaunched patio component of the former CRI as processing applications and monitoring installations can be undertaken utilizing existing staff and resources.

There are no anticipated financial implications to Town departments associated with the development of a permanent seasonal commercial patio program for private property. To deliver this new patio program in 2027 and beyond, staff time will be recuperated through a permit fee(s) for processing applications and inspecting patio installations. The application/permit fees will be presented to the 2027 Budget Committee.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

There are minimal impacts on Town departments when implementing the 2026 relaunched patio component of the former CRI and in developing the new patio program as considerable research, best practice assessment, and internal consultations have been undertaken. Any impacts on departments and users related to the implementation of the new patio program on private property will be brought forward in a future staff report.

(D) COUNCIL STRATEGIC PRIORITIES

This report addresses Council's strategic priorities of community belonging, environmental sustainability, and accountable government.

(E) CLIMATE CHANGE/ACTION

The proposed amendments conform with the Town's Official Plans' climate change policies.

CONCLUSION

Zoning By-law Amendments were initially explored to allow for seasonal patio installations on private property; however, in considering the issues raised by Council and practical realities, the amended regulations may not adequately address the variability in parking demand, unique site configurations, rotating tenant mix, or seasonal operational challenges that arise on commercial plazas and restaurant sites.

Staff propose a program-based approach – like the SCPP for public land – will be the most effective way to meet the objectives identified by Council; that is, an equitable, consistent, low-burden, and cost-effective process that supports safe seasonal patio installations.

Reinstating the patios on private property component of the former CRI for 2026 provides a practical and efficient means of supporting local businesses during the transition period while the new program is under development.

Developing a seasonal commercial patio program for private property will enable staff to evaluate installations on a case-by-case basis and ensure site constraints, local sensitivities, and mitigation needs are appropriately addressed. This approach provides a pathway to success for restauranteurs while maintaining adequate oversight and public safety.

Prepared and recommended by:

Christina Tizzard, MCIP, RPP
Manager, Urban Design

Submitted by:

Gabe Charles, MCIP, RPP
Director, Planning & Development

REPORT

Planning and Development Council

Meeting Date: April 20, 2026

FROM:	Building Services Planning and Development Department
DATE:	April 7, 2026
SUBJECT:	**Public Meeting – Zoning Review for Low Density Residential lands south of Dundas Street subject to Zoning By-law 2014-014**
LOCATION:	Generally south of Dundas Street
WARD:	Town-wide

RECOMMENDATION

1. That comments from the public with respect to proposed Town-initiated Zoning By-law amendments to Zoning By-law 2014-014 be received.

2. That staff consider such comments as may be provided by Council.

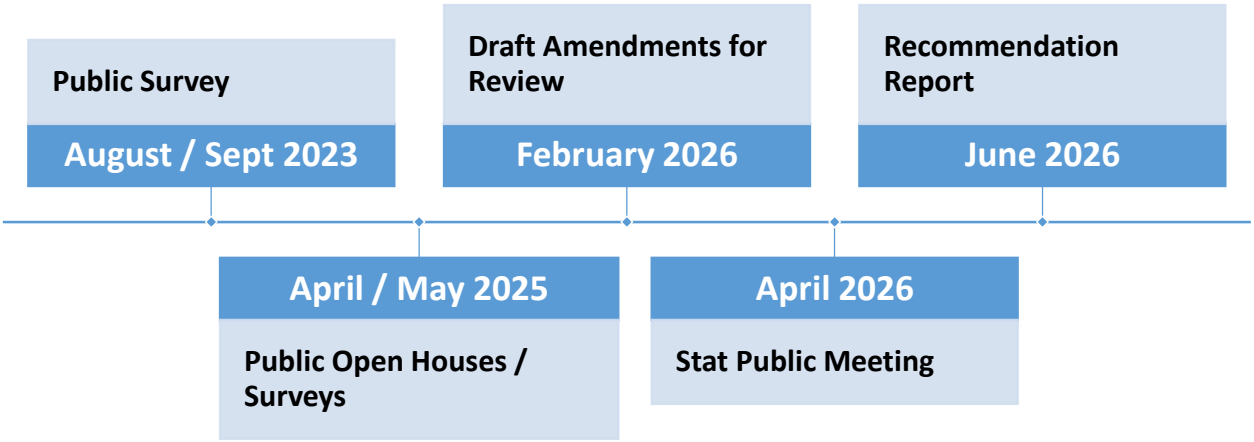
KEY FACTS

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

- The Zoning Review for Low Density Residential lands south of Dundas Street subject to Zoning By-law 2014-014 is now complete.
- Key project goal: Clarify and simplify zoning regulations to make them easier to understand and apply, explore reducing the number of Residential Low (RL) zones, apply more equitable practices and improve livability.
- Attached to this report as Appendix A is a background report prepared by Nethery Planning outlining recommended amendments to Zoning By-law 2014-014, as amended.
- Appendix B is a draft Zoning By-law Amendment which implements the recommendations and includes Heritage Conservation District specific special provisions prepared by Town staff.

- To assist in understanding changes that are proposed, a chart comparing existing Zoning By-law 2014-014 provisions to what is proposed is attached as Appendix C.
- Initial public engagement has occurred and informed the preparation of Draft Regulations to update Zoning By-law 2014-014, as amended.
- Town staff hosted an online survey in August and September 2023 and held in-person public consultations on April 9 and 10, 2025 and a Heritage Conservation District-focused public consultation on May 14, 2025. The public also had the opportunity to provide feedback online through accompanying surveys. A summary of the consultation efforts can be found under item 5.2 of the Planning and Development Council - September 08, 2025.

KEY MILESTONES



Planned Completion Date: Third quarter of 2026.

BACKGROUND

- Zoning By-law 2014-014, as amended (the "Zoning By-law") applies generally to the lands south of Dundas Street and north of Highway 407, which is indicated in Figure 1 below. It was passed by Council on February 25, 2014, and partially deemed in-force by the Ontario Municipal Board (OMB), now referred to as the Ontario Land Tribunal (OLT), on February 23, 2015. Since then, most of the by-law has been deemed in-force by the Tribunal. Certain sections of the by-law are not yet in force and outstanding appeals continue to be adjudicated (OMB File No. PL140317). A recent OLT decision (OLT File No. OLT-24-000105) expanded

the area that the Zoning By-law applies to select lands north of Dundas Street as shown in the image below.

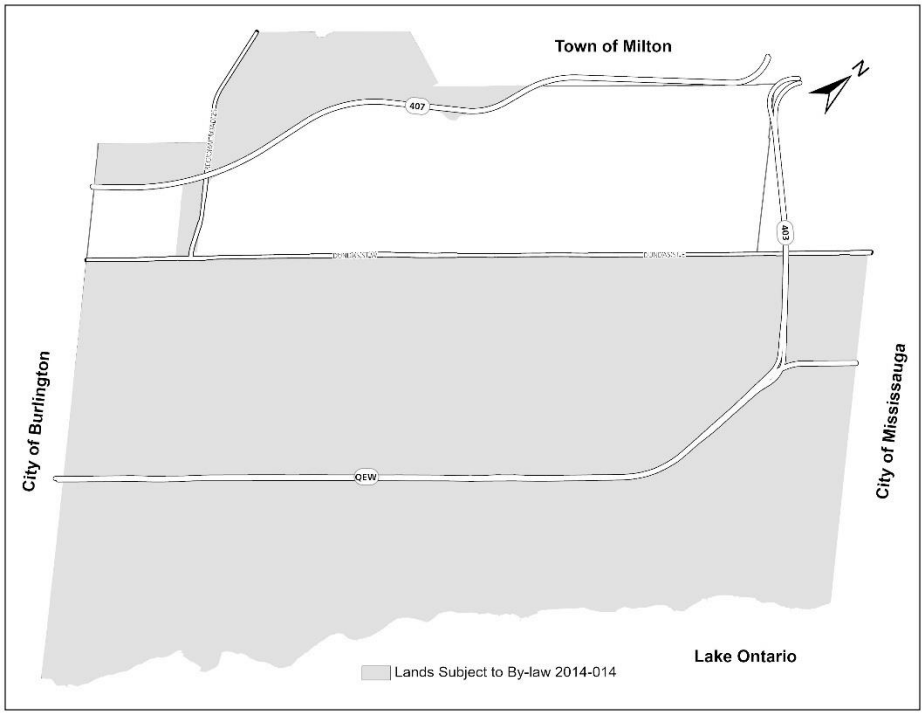


Figure 1: Lands subject to Zoning By-law 2014-014, as amended

- In 2017, a residential character study was completed by Town staff and was received for information by Council on January 15, 2018.
- Based on the findings of the study, one of the recommendations was to review the existing Residential Low zones under the Zoning By-law to ensure that the regulations align with and respect the existing and planned character of the area with specific reference to setbacks, height and landscaping.
- The review is scoped to lands zoned Residential Low under the Zoning By-law. Figure 2 below includes all Residential Low zoned lands in yellow. Properties zoned Residential Low are only located south of Dundas Street.
- These lands are also designated Low Density Residential under the Livable Oakville Plan. The Low Density Residential land use designation permits a range of housing types including detached dwellings, semi-detached dwellings and duplexes.

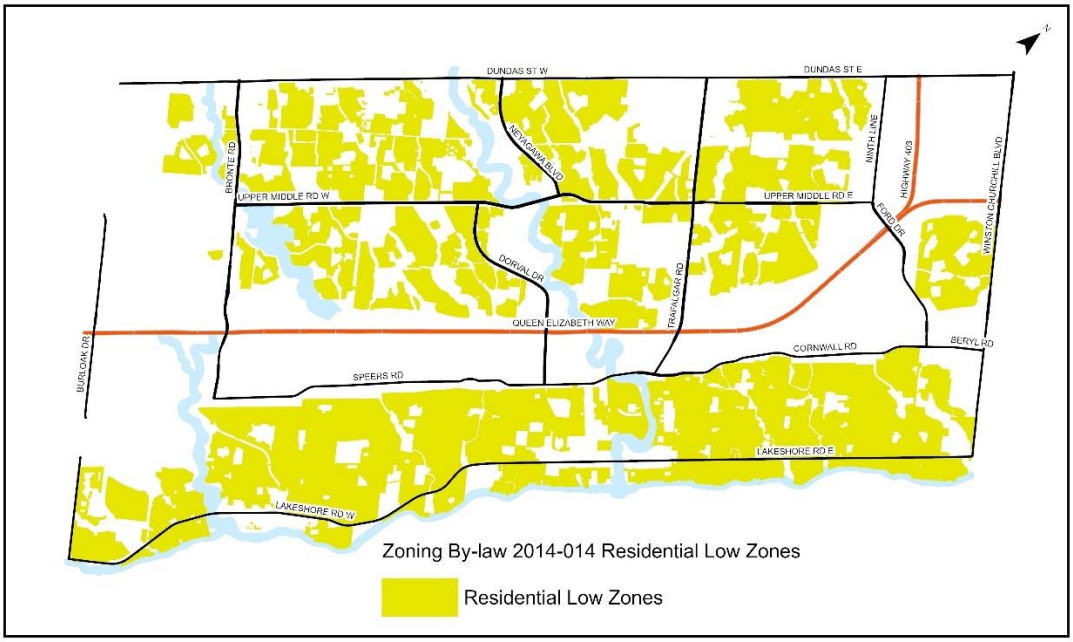


Figure 2: Lands zoned Residential Low under Zoning By-law 2014-014

- The Zoning By-law has been in effect for over 10 years which has provided staff and the public the opportunity to evaluate the effectiveness of the regulations and opportunities for change. Analyzing building permit and Committee of Adjustment data can shed light on regulations that regularly require relief for the development of properties in the Residential Low zone.
- Nethery Planning was retained, conducted consultation, prepared a background report and proposed regulations to update the Zoning By-law.

PROJECT OBJECTIVE AND APPROACH

- Key project goal: Clarify and simplify zoning regulations to make them easier to understand and apply, explore reducing the number of Residential Low zones, apply more equitable practices and improve livability.
- The objectives for the project have been to review, update, consolidate, condense, and simplify the Town's current Residential Low zones and applicable regulations within the Zoning By-law, provide recommendations to Council to amend the Residential Low zones and implement the proposed amendments using plain language and easy-to-understand visuals. The materials attached to this report provide a critical step in moving towards a final recommendation.
- This has been accomplished through technical study and background research including best practice reviews, review of Committee of Adjustment data, and

public consultation. The proposed draft amendments are now being presented for public consultation with a recommendation to Council and implementation for the use of the public to follow.

- The proposed amendments include updates to the Residential Low zones and associated definitions and special provisions related to these zones impacting Parts 1, 2, 3, 4, 5, 6, 15 and 19 (Maps) of the Zoning By-law.

KEY RECOMMENDATIONS

The Nethery Planning Background Report (Appendix A) lays out a series of recommendations for updates to the Residential Low Zones that staff endorses. These recommendations are being implemented through the recommended amendments in Appendix B.

Key changes can be summarized as follows:

- general amendments that are housekeeping in nature, and bring about clarity such as the introduction of table identifiers and reorganization of information, clarification of definitions and regulations;
- update transition provisions;
- streamlining and consolidation of zones resulting in updates to minimum lot frontages and areas including related changes to regulations such as minimum yards, residential floor area and lot coverage and symbol change from “RL” to “R”;
- related updates to mapping;
- updates to requirements for side yards, window wells, lot coverage, garage area and residential floor area;
- introduction of height requirements based on roof slope, driveway setbacks, and soft landscaping requirements;
- introduction of minimum yards for additional residential units (ARUs) within detached accessory buildings (i.e. garden suites);
- change the “-0” Suffix Zone to an Overlay and removal of some requirements such as main wall proportionality and other changes such as replacing the term “prohibited” with not “permitted” for balconies and residential floor area above the second storey within the “-0” Overlay areas; and
- Updates to special provisions.

The Comparison Chart in Appendix C lays out how these recommendations have been implemented in the Zoning and the changes that are proposed.

HERITAGE CONSERVATION DISTRICT SPECIAL PROVISIONS

- As part of this larger zoning project, staff has undertaken a review of the existing zoning regulations in the Town's three residential heritage conservation districts (HCD): Old Oakville, First and Second Street, and Trafalgar Road. The goal of this review was to determine if changes could be made to the existing zoning regulations to provide more clarity and simplicity, and to ensure the regulations align with the Plan & Guidelines for each HCD. Five zoning regulations were included in the review: building height, front yard setbacks, interior side yard setbacks, flankage yard setbacks, and residential floor area ratio (RFAR).

- Public consultation was done through an online survey and an open house in May 2025. Overall, there was support for maintaining or lowering existing building height maximums to maintain the character of the HCDs. There was also support for a new approach to setbacks that helps maintain a variety of setbacks, a major element of the HCD streetscapes. And finally, there was support for applying the current RFAR approach in the Trafalgar Road HCD to all three HCDs, where the RFAR percentage increases as the size of the lot decreases to prevent overbuilding on large lots and still provide building opportunities on small lots.

- It was noted by residents that each HCD is different, and that one set of zoning regulations is not necessarily appropriate for all three HCDs. Staff agree with this approach and is proposing three different Special Provisions (SP) to address each HCD. These three SPs include specific regulations for the five areas reviewed (building height, front yard setbacks, interior side yard setbacks, flankage yard setbacks, and RFAR). They also include current regulations for the HCDs that are still relevant and appropriate (i.e. lot area, lot frontage, lot coverage).

    1) Special Provision 450 – Trafalgar Road HCD
        - This is a new SP as currently this HCD does not have any specific regulations that apply to the entire HCD
        - The SP will apply to all low-density residential properties within the HCD
    2) Special Provision 11 – Old Oakville Heritage Conservation District
        - This SP already exists so the new one will replace the existing one
    3) Special Provision 12 – First and Second Street HCD
        - This SP already exists so the new one will replace the existing one

- These three Special Provisions improve the user experience by providing specific regulations that apply to the whole of each HCD. The SPs also ensure

that the Town's Zoning By-law better aligns with the three Plan and Guidelines documents for each residential HCD.

LEGISLATIVE CHANGES

- Through the course of the review of the Zoning By-law, various updates have occurred at the Provincial level such as the replacement of the Provincial Policy Statement, 2020 and Growth Plan for the Greater Golden Horseshoe with the Provincial Planning Statement, 2024 (PPS). Various Bills have passed which have amended the *Planning Act*. This project is intended to also bring about conformity measures and respond to changes in the planning regime.
- Bill 23, *More Homes Built Faster Act,* 2022, which amended the *Planning Act* introduced new objectives for residential areas such as allowing for additional residential dwelling units to encourage more housing opportunities.
- Bill 17: *Protect Ontario by Building Faster and Smarter Act*, 2025
    - Dwellings in particular areas can be set back 10% from the standard in the Zoning By-law without amendment.
- Bill 60: *Fighting Delays, Building Faster Act*, 2025
    - Ministry of Municipal Affairs and Housing is empowered to identify other zoning performance standards for which "as-of-right" variations will be permitted.
- It is important to note that the side yard permissions proposed in the attached amendment are the standards that should be applied; however, it is understood that the *Planning Act* takes precedent and that standard will supersede those of the Zoning By-law.

TRANSITION AND IMPACT TO CURRENT PERMISSIONS

A key question that residents have is how this will impact their properties. The first step is to look at the maps included in the proposed amendment under Appendix A to understand what zone applies to their property and then look at the comparison chart in Appendix C to see the changes and what regulations would apply.

Legally existing buildings and structures will not be affected by the proposed amendments; however, if there should be any alterations such as an extension or addition, the new portions will need to comply with the revised and new regulations of the Zoning By-law. For those that own or rent a home and do not plan on

renovating, adding an extension or tearing down and rebuilding, the proposed amendments to the Zoning By-law will not impact them.

For property owners that are in the process of making changes to their homes such as those that have applied for a building permit but it hasn't been issued yet, appropriate transition provisions are being proposed.

CONSIDERATIONS

(A) PUBLIC

Town staff hosted a survey August and September 2023. In person public open houses were held on April 9 and 10, 2025 and a Heritage Conservation District focused public consultation was held on May 14, 2025.

(B) FINANCIAL

There are no financial implications arising from this study.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

Internal Town departments are being consulted throughout the review process as other departments may be impacted by the changes to the Zoning By-law such as Municipal Enforcement and Transportation and Engineering.

(D) COUNCIL STRATEGIC PRIORITIES

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

(E) CLIMATE CHANGE/ACTION

Draft regulations will be prepared to ensure compliance with the Town's sustainability objectives of the Livable Oakville Plan. Staff are exploring regulations that can support effective stormwater management which supports the Town's goal to combat climate change.

NEXT STEPS

Following the statutory public meeting, staff will engage with the consultant to further refine the proposed zoning regulations in consideration of feedback from Council and the public. It is Staff's intent to present a final Zoning By-law Amendment to Council later in 2026.

APPENDICES

Appendix 'A': Background Report: Residential Zoning By-law Review prepared by Nethery Planning

Appendix 'B': Town-initiated Draft Zoning By-law Amendment

Appendix 'C': Comparison Chart of existing Zoning By-law 2014-014, as amended, regulations compared to proposed amendments

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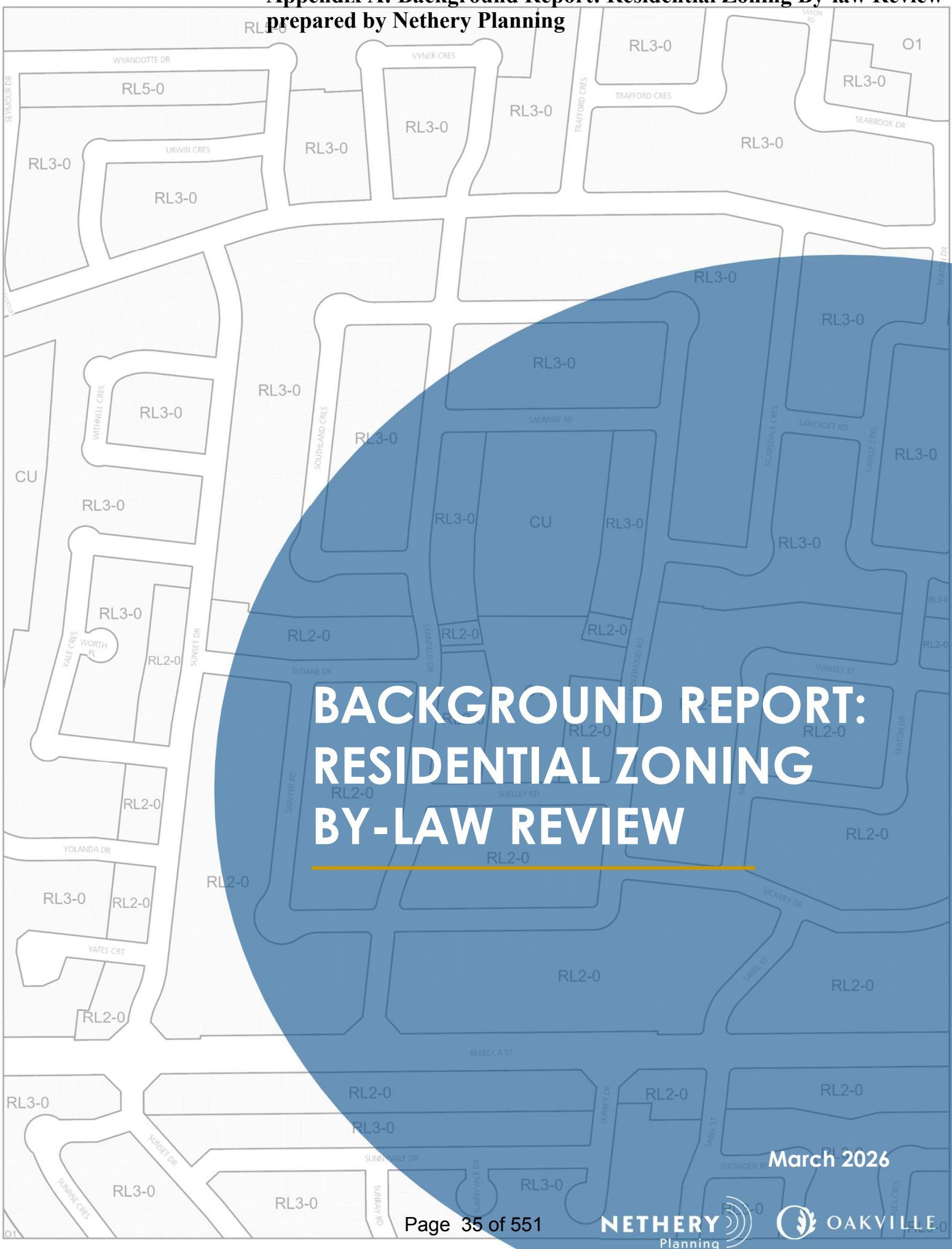
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Director, Planning & Development



BACKGROUND REPORT: RESIDENTIAL ZONING BY-LAW REVIEW

March 2026

NETHERY Planning

OAKVILLE

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1. INTRODUCTION

The Town of Oakville is conducting a comprehensive review of its low-density residential zoning framework, specifically focusing on the Residential Low (RL1 through RL11) zones (see **Figure 1** for a map of the study area). These zones govern the development of low-density residential housing and associated uses. Zoning By-law 2014-014, as amended has served as a foundational document for managing land use and development in the Town. With recent changes in community needs, feedback from the public, and evolving provincial policies, there is a need to ensure that the zoning remains relevant and responsive.

The primary purpose of this project is to refine the zoning regulations to better reflect modern residential development trends while safeguarding established low-density neighbourhoods. To achieve this, the approach includes consolidating zones where appropriate, standardizing setback and coverage requirements, introducing flexible height and massing guidelines, and streamlining regulations. Many of the Residential Low (RL) zones share similar characteristics, creating an opportunity to simplify and consolidate these zones into a more user-friendly by-law that promotes clearer communication and easier interpretation. This study makes 40 zoning recommendations (in Chapter 6) to streamline provisions, improve alignment with modern housing needs, and improve site conditions to support stormwater management.

The overall intent of this project, as with all zoning and land use policy in Oakville, is to continue to enable residential development that is compatible with existing neighbourhoods while addressing contemporary design challenges. As the first major review of the low density residential permissions since the initial passage of Zoning By-law 2014-014, it also provides an opportunity to improve the usability and interpretation of the By-law. The study's recommendations include regulations that are clear, consistent, and easy to understand for residents, developers, stakeholders and Town staff, all responsive to feedback received over a decade of administering the By-law.



Figure 1: Map of study area (Original source: Residential Character Study, 2017)

2. Policy Context for Low-Density Residential Zones

The review of residential zoning in Oakville is informed by various key reports and policies, each contributing valuable insights into the Town's approach to maintaining its residential character. These documents provide the foundation for the zoning review, helping to guide decisions around zoning changes, community design, and land use.

The Livable Oakville Plan (2009) outlines the core policies for residential lands, particularly through Section 11.1.9, which focuses on maintaining the unique character of stable residential neighbourhoods. Complementing this plan, the Design Guidelines for Stable Residential Communities (2013) provide detailed directions on how new developments should respect and reflect the existing streetscape, ensuring harmony between old and new structures. Additionally, the Balconies Staff Report (2017) addresses specific concerns around privacy and aesthetics related to balcony design, further shaping residential zoning considerations. Finally, the Residential Character Study (2017) serves as a key resource in understanding public feedback on maintaining neighbourhood character, focusing on elements like building heights, setbacks, and landscaping. Each of these reports informs the ongoing zoning review, providing a well-rounded perspective on how Oakville can balance growth with character preservation.

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

The *Planning Act* is the key enabling legislation for land use planning in Ontario. It is structured to require municipalities to develop a vision for land use in the community that has a regard for Provincial expectations in several areas (referred to by the *Act* as "Matters of Provincial Interest"), is consistent with the 2024 Provincial Planning Statement (PPS), and does not conflict with provincial plans or the public interest as defined through a local planning process.

The many expectations surrounding a municipality's vision are documented in policy documents like Official Plans. Official Plans have fairly broad authority in terms of what vision, guidelines and policies it can contain, and can be implemented through a variety of mechanisms.

The *Planning Act* binds municipalities to ensure that their work and regulatory processes are "in conformity" with that vision and policies. This requirement is enshrined in two key Sections in the *Act*:

24.(1) Despite any other general or special Act, where an official plan is in effect, no public work shall be undertaken and, except as provided in subsections (2) and (4), *no by-law shall be passed for any purpose that does not conform therewith*" (emphasis added).

26.(9) No later than three years after a revision [to an Official Plan or adoption of a new Official Plan, both through a comprehensive review] comes into effect, the council of the municipality *shall amend all zoning by-laws that are in effect in the municipality to ensure that they conform with the official plan*" (emphasis added).

The main operative word when preparing a comprehensive zoning by-law is "conform." As noted in the key *Planning Act* clauses above, a new zoning by-law must conform to the official plan in effect in the municipality. This doctrine is intended to prevent a municipality from allowing development that does not meet the policies of its official plan, for example, permitting new development on hazard lands. In effect,

the Province expects municipalities to develop a regulatory framework in conformity with its defined vision. Section 34 of the *Planning Act* sets out what a zoning by-law can do (and, by extension, cannot do). This includes:

1. For prohibiting the use of land, except for such purposes as may be set out in the by-law.

2. For prohibiting the erecting, locating or using of buildings or structures, except for such purposes as may be set out in the by-law.

3.1 For prohibiting the erection of buildings or structures on hazard lands (e.g., floodplains, steep slopes, erosion hazards, unstable, contaminated) or lands with a sensitive surface water feature or within a vulnerable in a drinking water source protection plan.

3.2 For prohibiting the use of land and erecting, locating or using of buildings or structures in significant wildlife habitat or features.

3.3 For prohibiting the use of land and erecting, locating or using of buildings or structures on lands with a significant archaeological resource.

4. For regulating the type of construction and the height, bulk, location, size, floor area, spacing, character and use of buildings or structures, as well as minimum lot frontages and depths (including lot area).

5. For regulating the minimum elevation of doors, windows or other openings in buildings or structures.

6. For requiring parking or loading facilities.

The recommendations of the South Oakville Residential Zoning Review need to fit into one of these areas permitted for zoning regulation by the *Planning Act*.

2.2 Provincial Planning Statement (2024)

A new Provincial Planning Statement came into effect on October 20, 2024. It replaced the 2020 Provincial Policy Statement and the 2019 Growth Plan for the Greater Golden Horseshoe. Section 3(1) of the *Planning Act* requires decisions of a planning authority, such as a municipal Council, to be consistent with the Provincial Planning Statement.

Local zoning is one of many ways that municipalities plan for and deliver complete communities. Per Policy 2.1.6(a) of the Provincial Planning Statement:

> *Planning authorities should support the achievement of complete communities by…accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (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.*

Municipalities also have a responsibility to make land use planning decisions that help prepare for the impacts of a changing climate. Per Policy 2.9.1 of the Provincial Planning Statement:

2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

…

b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;

…

d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality.

This is supplemented by detailed direction on stormwater management, found in Policy 3.6.8 of the Provincial Planning Statement:

3.6.8 Planning for stormwater management shall:

…

b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;

c) minimize erosion and changes in water balance including through the use of green infrastructure;

d) mitigate risks to human health, safety, property and the environment;

e) maximize the extent and function of vegetative and pervious surfaces;

f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and

g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

The reduction in stormwater volume in subsection (b), the addition of green infrastructure in subsection (c), and the addition of the alignment with comprehensive stormwater management in subsection (g) are new from the 2014 Provincial Policy Statement in effect in 2014, when Zoning By-law 2014-014 was initially passed.

Two concepts above are relevant to the South Oakville Residential Zoning Review:

1. Green infrastructure is defined as, “means natural and human-made elements that provide ecological and hydrological functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.”

2. Low-impact development has a long definition. Divided into its components:

    - An approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution.

    - It typically includes a set of site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration, and detention of stormwater.

    - Low-impact development can include, for example: bio-swales, vegetated areas at the edge of paved surfaces, permeable pavement, rain gardens, green roofs, and exfiltration systems.

2.3 Halton Region Official Plan (2022)

In November 2022, Bill 23, *More Homes Built Faster Act*, 2022, was introduced by the Province. The legislation identified Halton Region as an “upper-tier municipality without planning responsibilities.” In accordance with Bill 185, *Cutting Red Tape to Build More Homes Act*, 2024, this change to the Region’s role came into effect on July 1, 2024. This means the Halton Region Official Plan is no longer a regional plan and is now a local plan of the four local municipalities (Burlington, Halton Hills, Milton, and Oakville). This additional Official Plan applies to Oakville.

The Halton Region Official Plan is largely deferential to local urban policies. Policy 76 states: “The range of permitted uses and the creation of new lots in the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All development, however, shall be subject to the policies of this Plan.”

The Halton Region Official Plan provides for the provision of new housing units within the “Built-Up Area” (lands within the 2006-delinerated Built Boundary, which includes most low-density residential lands south of Dundas Street). More focused design policies are intended for areas planned for growth (namely, Strategic Growth Areas such as Major Transit Station Areas). Stormwater management is identified as an area for partnership with local municipalities and conservation authorities in preparing watershed plans [Policy 145(6)].

2.4 LIVABLE OAKVILLE PLAN (2009)

The Livable Oakville Plan (2009) serves as the primary policy document for managing growth, land use, and development in Oakville. It outlines the Town's vision for maintaining a high quality of life, focusing on protecting the character of existing residential neighbourhoods while accommodating future growth. The plan applies to all areas south of Dundas Street and north of Highway 407 and serves as a key tool in shaping the Town's residential zoning framework.

One of the critical components of the Livable Oakville Plan (2009) as it relates to residential lands is Section 11.1.9, which provides detailed criteria for evaluating new developments within stable residential communities:

11.1.9 Development within all stable residential communities shall be evaluated using the following criteria to maintain and protect the existing neighbourhood character:

a) The built form of development, including scale, height, massing, architectural character and materials, is to be compatible with the surrounding neighbourhood.

b) Development should be compatible with the setbacks, orientation and separation distances within the surrounding neighbourhood.

c) Where a development represents a transition between different land use designations or housing forms, a gradation in building height shall be used to achieve a transition in height from adjacent development.

d) Where applicable, the proposed lotting pattern of development shall be compatible with the predominant lotting pattern of the surrounding neighbourhood.

e) Roads and/or municipal infrastructure shall be adequate to provide water and wastewater service, waste management services and fire protection.

f) Surface parking shall be minimized on the site.

g) A proposal to extend the public street network should ensure appropriate connectivity, traffic circulation and extension of the street grid network designed for pedestrian and cyclist access.

h) Impacts on the adjacent properties shall be minimized in relation to grading, drainage, location of service areas, access and circulation, privacy, and microclimatic conditions such as shadowing.

i) The preservation and integration of heritage buildings, structures and uses within a Heritage Conservation District shall be achieved.

j) Development should maintain access to amenities including neighbourhood commercial facilities, community facilities including schools, parks and community centres, and existing and/or future public transit services.

k) The transportation system should adequately accommodate anticipated traffic volumes.

l) Utilities shall be adequate to provide an appropriate level of service for new and existing residents.

In addition to Section 11.1.9, the Livable Oakville Plan (2009) also outlines protections for areas designated as Special Policy Areas in Section 26. Specifically, Section 28.2 addresses the need to protect the unique character of certain low-density residential areas by limiting the density to a maximum of 10 units per hectare within an identified Special Policy Area. The "-0" Suffix Zone is one such zoning tool used to implement stricter controls to preserve their distinct character.

Section 10.10 of the Livable Oakville Plan provides the policy basis for planning for stormwater management and environmental design. Section 10.10.1 states:

> *Stormwater management systems shall be designed to promote on-site infiltration, minimize downstream erosion and flooding, protect groundwater resources and minimize stormwater flows and contaminant loads to receiving watercourses and Lake Ontario. Stormwater management systems shall also incorporate appropriate best management practices and lot-level controls.*

This policy clearly emphasizes the importance of on-site infiltration and lot-level stormwater solutions, objectives that are compromised by current side yard setbacks of 0.6 metres, which have proven insufficient to accommodate the Town's minimum swale width requirements as outlined in the 2023 Grading and Servicing Plan Guide for Residential Infill Developments. Section 10.10.5 adds that:

> *The provision of stormwater drainage facilities shall be in accordance with master plans established through subwatershed studies, where applicable, or the Town's engineering standards.*

Increasing the minimum setback on the smallest lots to 1.2 metres allows for the proper integration of swales and other drainage infrastructure in accordance with these engineering standards. Further support for this direction is found in Section 10.10.8, which states:

> *The use of permeable surfaces and soft landscaping shall be encouraged where possible.*

The additional side yard space enables enhanced opportunities for soft landscaping and infiltration zones, aligning directly with this guidance. Lastly, Section 10.10.12 provides a proactive lens:

> *The Town may pursue opportunities to implement quantity and quality controls for stormwater management within the Town's developed areas where current controls do not exist or are not adequate.*

By requiring more generous side yard setbacks, the Town is directly addressing identified gaps in local drainage capacity and enabling lot-level improvements that respond to both present and future stormwater challenges. Increased setbacks on larger lots are related to this goal, with the recommendation to support the sense of spaciousness on these lots.

2.5 Design Guidelines for Stable Residential Communities (2013)

The Design Guidelines for Stable Residential Communities (2013) were created to illustrate how to achieve a better fit by providing tools to mitigate the size, configuration, and positioning of massing in Oakville's stable residential neighbourhoods (south of Dundas Street and North of Highway 407). These guidelines were established as part of the Town's commitment to maintaining a sense of cohesion, and an urban form that aligns with the policies outlined in the Livable Oakville Plan. These guidelines only apply when a *Planning Act* application is filed (e.g., minor variance, site plan).

Within, guiding principles are outlined, aligning with policy direction within the Livable Oakville Plan (2009) and Livable by Design – Urban Design Manual (Part A) in an effort to produce stable community development via a design-centered approach. The six guiding principles are: Sense of Identity, Compatibility, Connectivity, Sustainability, Legacy, and Creativity.

As many established residential neighbourhoods in Oakville experience change, these guidelines provide a structured framework to preserve the character of these areas while allowing for new developments. The guidelines apply specifically to new detached dwellings, replacements of existing dwellings, and significant additions. They aim to balance creativity in design with the need for compatibility, encouraging new structures complement the surrounding neighbourhood. The Design Guidelines are organized into four main contexts:

1. Neighbourhood Context

This section focuses on promoting new developments that respect the overall neighbourhood character, including lotting patterns, building scale, and the visual rhythm of streetscapes. It emphasizes compatibility in terms of scale, massing, height, setbacks, architectural character, and the retention of soft landscaping.

2. Architectural Context

This section of the Design Guidelines highlights the importance of architectural features, including building massing, roof forms, setbacks, and primary façades. New developments should incorporate architectural elements that contribute to a visually cohesive neighbourhood, avoiding stark contrasts in style, height, or material. New development is also encouraged to minimize environmental impacts, incorporating design interventions and elements that support sustainability. The Design Guidelines discourage the replication of historic architectural styles but encourage the thoughtful integration of design elements that echo a neighbourhood's character. Additionally, elements like garages and accessory structures should be designed to minimize their visual prominence and harmonize with the overall building.

3. Site Context

This section emphasizes the preservation of landscaping and tree coverage as critical elements of neighbourhood character. Mature trees, green spaces, and landscaping should be preserved where possible, integrating soft and hard landscaping elements that are consistent with the surrounding area.

The Design Guidelines also address driveways and walkways, encouraging minimal hard surfaces to maintain permeable surfaces and reduce stormwater runoff.

4. Heritage Context

This section emphasizes the conservation of “heritage resources”, being a building, building remnant, structure, landscaping or other feature which has heritage status by virtue of designation under the *Ontario Heritage Act* or listed on the Oakville Register of Properties of Cultural Heritage Value or Interest. The guidelines provide guidance for development involving a heritage resource itself, or development adjacent to such a resource.

2.6 Balconies Staff Report (2017)

The Balconies Staff Report (2017) provides a comprehensive analysis of the Town’s approach to balcony design and regulations, particularly regarding privacy concerns, aesthetics, and alignment with Zoning By-law 2014-014. The study arose in response to concerns from residents and developers regarding the prohibition of second-storey balconies in the “-0” Suffix Zone and the emerging use of rooftop terraces in urban areas.

It was recommended in the Balconies Staff Report (2017) that balconies be permitted in “-0” Suffix Zones where privacy concerns could be mitigated. This includes properties abutting parks, woodlots, or large open spaces. To safeguard privacy, balconies should comply with minimum yard setback requirements and be subject to screening measures, such as landscape buffers or privacy walls. This recommendation was not implemented at the time, and second-storey balconies in the “-0” Suffix Zone remain prohibited under Zoning By-law 2014-014.

The Balconies Staff Report (2017) also assessed rooftop terraces, which provide desirable outdoor living spaces, particularly in dense urban areas. Staff recommended allowing rooftop terraces with specific design regulations. These include setbacks from property lines, limits on the size of structures on the terrace, and provisions to ensure that terraces do not create undue privacy concerns for neighbouring properties.

The report was received by Council, with recommendations to be implemented at a later date.

2.7 Residential Character Study (2017)

The Residential Character Study was initiated in 2017 to further explore and define the concept of "residential character" in Oakville, especially in relation to its stable, low-density neighbourhoods. The study included extensive community engagement, which involved walking tours with residents, open houses, and an online survey. Through these activities, the Town gathered feedback on what aspects of neighbourhood character were most important to residents (see **Figures 2 and 3** on the following page, for graphics depicting what residents valued most). Public feedback consistently highlighted key elements such as building heights, setbacks, lot sizes, and the importance of landscaping and mature trees. Residents expressed concerns over replacement housing, particularly the shift from one to two-storey homes, and its potential negative impact on existing neighbourhood character.



Figure 2: Diagram depicting topics that were discussed during the walking tours. (Source: Residential Character Study, 2017)

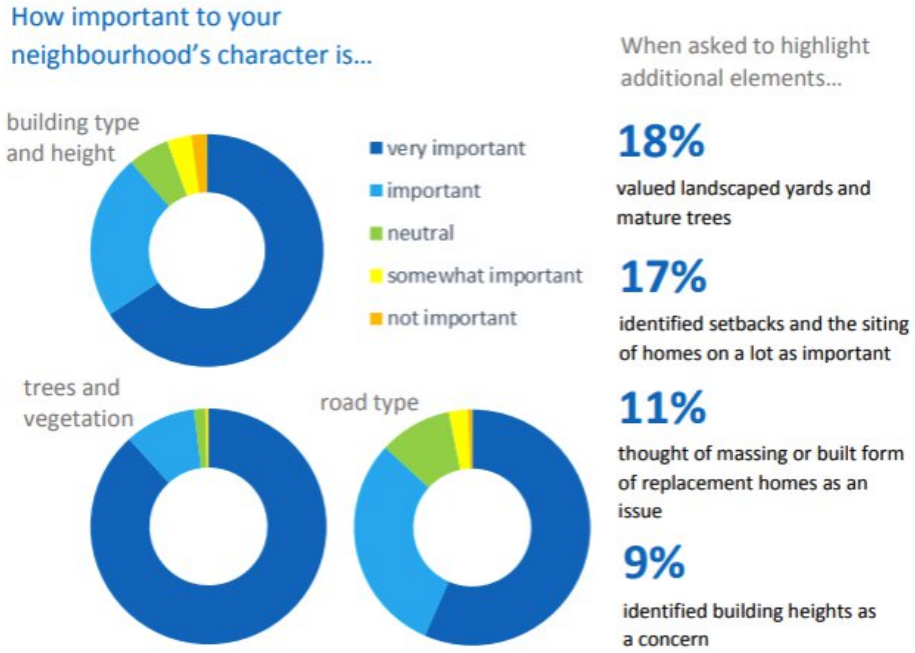


Figure 3: Illustrated results of the online survey. (Source: Residential Character Study, 2017)

Section 7 of the Residential Character Study (2017) outlined the findings from the neighbourhood analysis and public consultation. The study introduced two primary residential character types and geographics, Type A, and Type B. **Table 1**, below, provides the characteristics of each character type and Figure 4 for a map showing their locations.

Table 1: Residential Character Type Characteristics

	Type A	**Type B**
Development Area	Pre-1980 neighbourhoods	Post-1980 neighbourhoods
Housing Style	Characterized by a mix of bungalows, side-splits, and back-splits	Predominantly two-storey homes with a more uniform architectural style
Vegetation and Trees	These neighbourhoods generally have mature trees and well-established landscaping.	Fewer mature trees and less landscaping compared to Type A areas.
Architectural Variety	A range of architectural styles is present, contributing to a more eclectic streetscape.	These areas feature more standardized designs, including “snout-nose garages” that dominate the front façade.
Public Feedback Focus	Residents in these areas emphasized the need to preserve the architectural variety and vegetation while controlling redevelopment to avoid a disruption of neighbourhood character.	Residents in Type B areas raised concerns about access to green spaces and community services rather than the physical appearance of the homes, as noted in page 16 of the study.

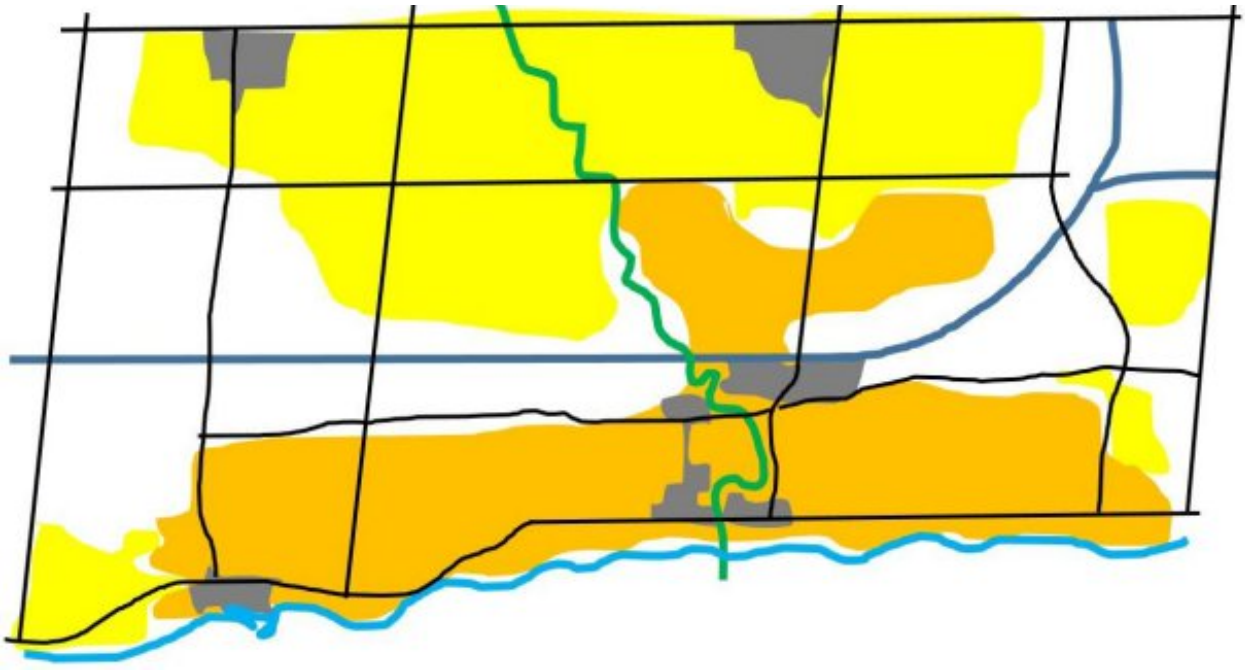


Figure 4: Map depicting the two residential character types in the Town of Oakville. Type A is shown in orange and Type B is shown in yellow. (Source: Residential Character Study, 2017)

In Section 8 of the Residential Character Study (2017), recommendations were listed for addressing residential character in future policy updates. These recommendations include:

1. Review the Livable Oakville Plan (2009) to ensure that building siting, massing, height, and landscaping are recognized as key elements of neighbourhood character and are consistently addressed in the plan's policies.

2. Amend the Zoning By-laws to better align with the existing character of different residential areas, particularly in terms of:

    - Setbacks: Ensure that front, rear, and side yard setbacks reflect the traditional patterns in each neighbourhood.

    - Building Heights: Limit the height of new constructions or additions to ensure compatibility with surrounding homes.

    - Lot Coverage: Review and potentially reduce the maximum lot coverage to prevent oversized homes from overwhelming smaller lots.

    - Landscaping: Strengthen regulations regarding the preservation of mature trees and green spaces.

3. Introduce a design review process for new developments or significant additions in areas under greater redevelopment pressure (e.g., Type A areas), to ensure that new buildings respect the established character of the neighbourhood.

4. Continue engaging with the community to monitor how changes to residential zoning and new developments impact neighbourhood character, ensuring ongoing feedback informs future updates.

3. FEEDBACK

In response to the recommendations coming out of the Residential Character Study (2017), staff are exploring an update to Zoning By-law 2014-014. The scope has broadened beyond the focus on character and looks to take the opportunity to clarify and simplify regulations to make them easier to understand and apply, as well as to explore reducing the number of residential low zones in addition to updating regulations for continued alignment with the Livable Oakville Plan.

The South Oakville Residential Zoning Review Project, included ongoing consultation with both staff and the public to gather feedback on the existing zoning regulations. The consultation process aimed at assessing the views of both internal staff, who work with these regulations on a daily basis, and residents and industry professionals, who are directly impacted by them.

Staff were asked to complete an internal questionnaire, providing their professional perspectives on zoning-related challenges and areas for improvement. This input helped highlight technical and regulatory gaps that staff encounter in their day-to-day work.

Simultaneously, an online survey was posted, allowing homeowners, renters, landlords, and industry professionals to share their views. This survey was designed to assess the public's understanding of the current Zoning By-law and gather feedback on provisions regulating detached and semi-detached homes south of Dundas Street. The intent was to use this feedback to update the zoning by-law to better align with the Livable Oakville Plan, ensure regulations achieve what they are intended to regulate, and provide clearer, more understandable language for all users.

3.1 PUBLIC CONSULTATION

A public survey conducted as part of the zoning review process received 423 responses. The survey aimed to capture residents' perspectives on various zoning provisions, with a focus on understanding concerns related to building heights, setbacks, lot coverage, residential floor area, and privacy. The majority of respondents were homeowners (87.7%), while a smaller portion identified as renters (4.3%), and landlords (0.9%), or combinations, such as homeowner-landlords (3.1%). A small number identified as developers or designers, together making up less than 5% of respondents. The survey results provided valuable insights into how different groups within the community view Oakville's zoning by-laws and the built form in their neighbourhoods.

1. Zoning By-law Understanding:

    - 40% of respondents had never referred to the zoning by-law before, while 60% had some familiarity with it. Of those who had referred to the by-law, many did so for projects like basement apartments or home renovations.

    - When asked about their level of understanding, 31% of respondents indicated they were unfamiliar or not very familiar with the By-law, while 48% felt somewhat or very familiar. The complexity of the zoning by-law was a common issue, with 25% rating it as difficult or very difficult to understand.

- Per **Figure 5** below, the majority of respondents (39%) are generally neutral on the ease of use of the By-law. Slightly more respondents (29%) find the By-law easier to read and understand than those who found it difficult (25%).

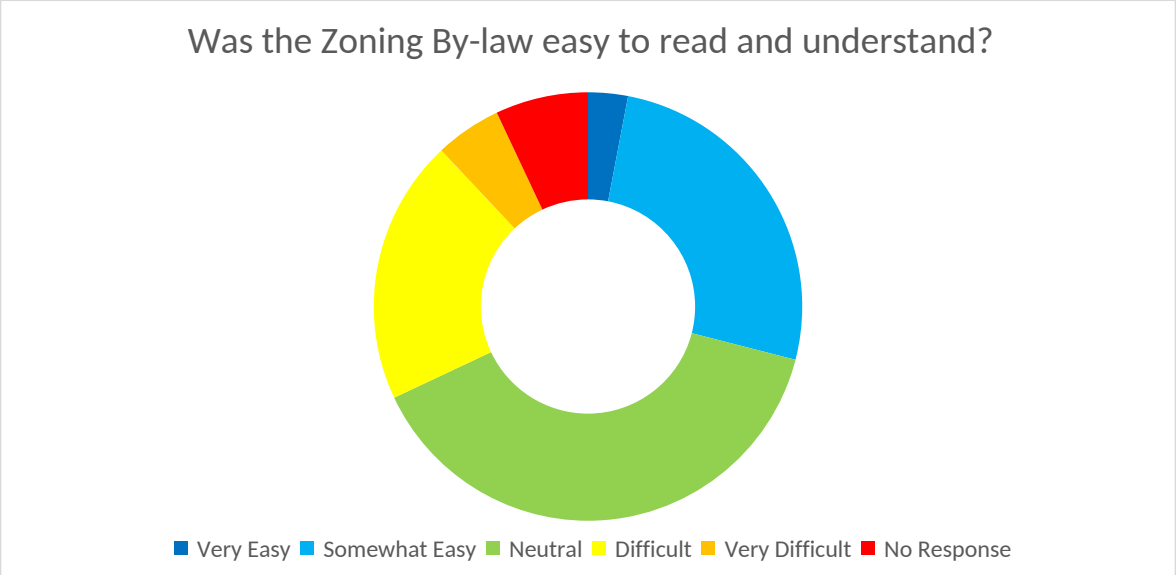


Figure 5: Survey results on the understandability of the Zoning By-law.

2. Building Heights

    - Opinions were divided on the issue of building heights. 46% of respondents expressed concerns about the current height provisions, particularly regarding the potential for taller homes to overshadow neighbouring properties, especially in areas with smaller lots or older homes.

    - Residents emphasized the need for height limits that align with neighbourhood character, with some suggesting a standardized height to avoid drastic differences between properties. Others expressed concerns about the height of new condominiums and their impact on nearby residential areas.

3. Setbacks and Lot Coverage

    - 50% of respondents expressed concerns about setbacks, particularly the distance between houses and lot lines. Many felt that current setbacks are inadequate in maintaining privacy and green space between properties.

    - 55% expressed concerns about lot coverage, indicating that large homes with minimal setbacks can overwhelm smaller lots and reduce space for landscaping and trees. There was a strong desire to maintain ample green space, and some respondents suggested reducing the maximum allowable lot coverage to preserve the town's green character.

4. Privacy and Overlook

- Privacy emerged as a significant concern, especially in relation to second-storey balconies and rooftop terraces. Many residents felt that balconies overlooking neighbouring properties could lead to a loss of privacy, particularly in neighbourhoods with smaller lots.
- Several respondents suggested that zoning regulations should include provisions for privacy screening or increased setbacks for balconies and terraces to mitigate these concerns. **Figure 6** illustrates how reduced setbacks can increase overlook impacts between adjacent dwellings.

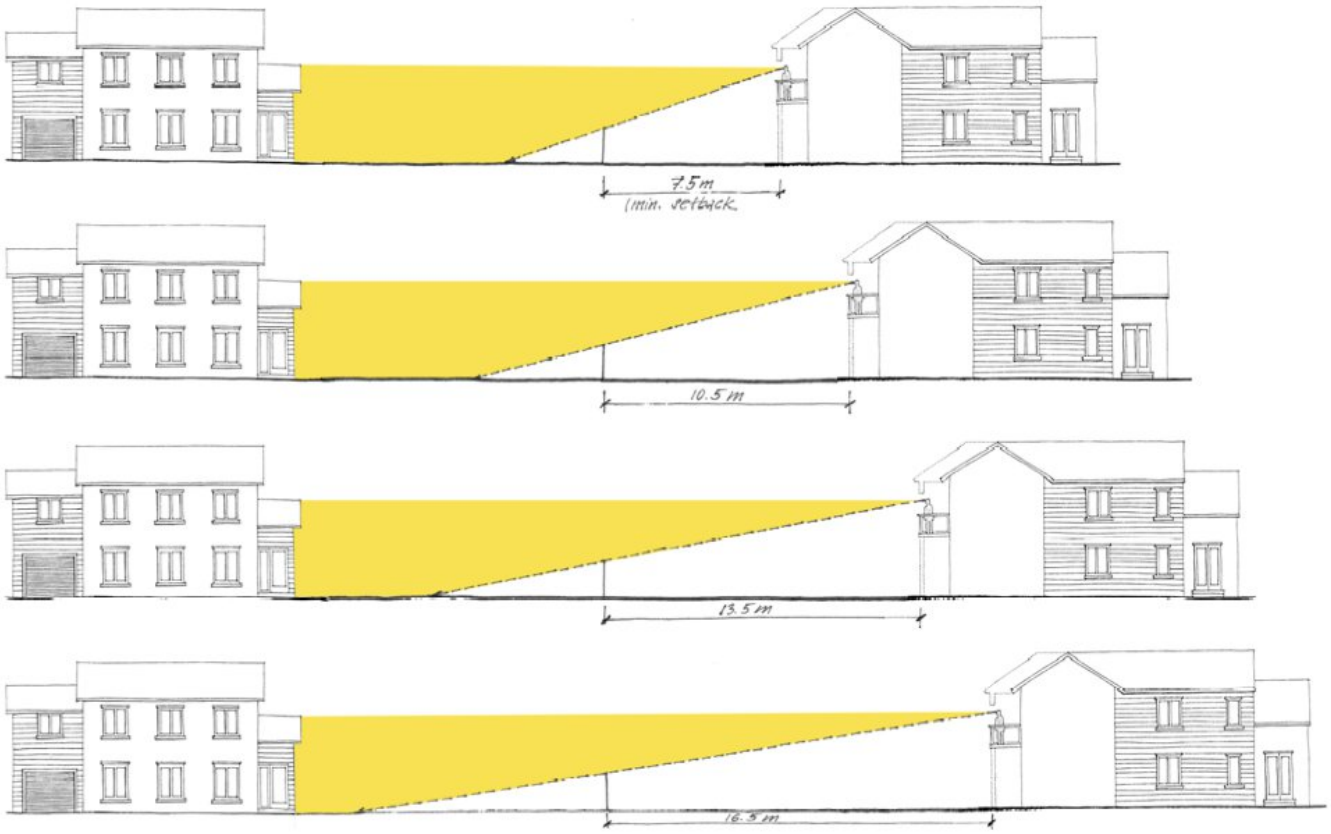


Figure 6: Hand-drawn elevation views of overlook relative to setback. (Source: Balconies Staff Report, 2017)

3.2 Staff Questionnaire

As part of the South Oakville Residential Zoning Review, Town Staff were invited to provide input through a detailed internal questionnaire, which sought to identify areas of the Zoning By-law 2014-014 that required further review, clarification, or amendment. This feedback is essential in shaping the review's focus areas, including zoning challenges, potential inconsistencies, and suggestions for improvement. Some key themes from staff's feedback include:

1. Inconsistencies and Clarification Needed:

    - Staff highlighted inconsistencies between different zones, particularly between north and south zones. For example, the encroachment rules for stairways differ, creating confusion for residents and applicants.

    - The measurement of roof height was another area where staff suggested greater consistency. Currently, roof heights in special provision areas are measured differently depending on the roof type, making administration challenging. A more uniform measurement method was recommended, such as measuring from the established grade to the top of the roof, in more contexts.

    - The "-0" Suffix Zone was repeatedly cited as confusing, with staff indicating many applicants overlook the additional regulations associated with this suffix.

2. Garage and Driveway Regulations:

    - Multiple staff members suggested revising garage and driveway regulations. Currently, garages are often regulated by footprint, but staff recommended that width, particularly from the street view, should be the focus.

    - Staff also noted that driveway widenings were often confusing for applicants, and a clearer approach to calculating driveway widths and setbacks was needed. Regulations that align with garage locations or front yard design were recommended to minimize issues like poor grading and water drainage.

3. Massing and Building Size:

    - One recurring issue raised was the overbuilding of homes on smaller lots, leading to concerns about massing, setbacks, and neighbourhood character. Staff suggested a closer review of lot coverage regulations, emphasizing the need to regulate both house coverage and hardscaping (e.g., driveways and patios) to prevent overbuilds.

    - Side yard setbacks were identified as insufficient, with drainage and tree preservation cited as significant concerns. Increasing setbacks could alleviate flooding issues and improve tree retention.

4. Environmental Considerations and Sustainability:

    - Several staff members recommended integrating stormwater management into the Zoning By-law, particularly for single-lot residential developments. Oakville's Stormwater Master Plan (2019) was suggested as a reference for zoning amendments, particularly for enhancing on-side quantity control.

    - The preservation of trees was another concern. Staff expressed difficulties with tree preservation due to minimal side yard setbacks, which often led to tree removal during construction. Increasing side yard setbacks was seen as a way to better protect mature trees.

4. Residential Zoning Issues Analysis

As part of the comprehensive review of Zoning By-law 2014-014 and the Residential Low zoning framework, gaps have been identified based on insights from the background reports and community feedback. They identify opportunities for improvement in terms of design guidelines, regulations, and development standards, particularly regarding residential massing, parking, additional dwelling units, and stormwater management. Addressing these gaps will be crucial to ensuring that the zoning by-law is both practical and responsive to modern development pressures, while continuing to protect Oakville's established neighbourhoods.

4.1 Streamlining Zones

The combination of zones and special provisions in Oakville's zoning framework is another area that presents challenges for applicants, staff, and residents. As new developments and redevelopments occur, the layering of zoning regulations, special provisions, and site-specific exemptions has led to inconsistencies and confusion. Many of the special provisions that were created to address the unique needs of certain developments or to manage site-specific constraints have now become redundant, as these areas are already built out. Staff have noted that the continued use of special provisions complicates zoning interpretation and enforcement. For instance, in certain zones such as RL1 to RL8, lot areas, setbacks, and other massing controls are highly specific. However, over time, site-specific provisions that were applied to various developments have not been absorbed into the main zone provisions, leading to a fragmented regulatory landscape. There are also questions about whether some of the special provisions that were originally applied to guide development could now be consolidated into the broader zoning framework. This would simplify the application process for developers. The goal is to reduce the reliance on special provisions that are now outdated or redundant, while ensuring that key protections for established neighbourhood and the built environment remain in place.

To create a more efficient and user-friendly zoning framework, it is recommended to move toward a text-based consolidation of similar zones. The proposed zone consolidations are based on an analysis of existing standards, particularly lot size and width, which are already aligned in several zones. For instance, the RL3, RL4, and RL5 zones share many overlapping requirements, and in practice, many properties currently zoned RL3 are more appropriately regulated under RL5 standards. As a result, merging these into a single zone would simplify the By-law while maintaining consistent development controls. Similarly, RL8 and RL9 would be consolidated into a single zone, as both zones regulate similar lot and building characteristics.

No lots in the RL10 zone meet the specifications to permit duplex dwellings. These lots would be absorbed into other zones. Additionally, RL11 could be merged into RL6 with a special provision applied to lots with linked dwellings. This consolidation reduces the number of distinct residential zones without removing development rights or increasing complexity. By streamlining these zones, the overall length of the zoning by-law can be reduced while ensuring consistency across similar residential areas. A chart summarizing this approach is provided in **Table 2**.

Table 2: Proposed Zone Consolidations

Current Zone	Proposed Zone

RL1	R1
RL2	R2
RL3, RL4, RL5	R3
RL6	R4
RL7	R5
RL8, RL9	R6
RL10	Absorbed into other zones since none of the properties zoned RL10 met the specifications to permit duplex dwellings
RL11	R6 with a new special provision that allows for linked dwellings

This consolidation would make it easier for applicants and staff by reducing the need to cross-reference multiple zone standards, streamlining interpretation and enforcement. In practice, this means that homeowners and developers would have clearer, more predictable regulations, while staff would spend less time navigating outdated special provisions.

There is potential to delete or streamline special provisions or portions thereof where adjusted parent zone standards are made redundant by parent zone standards; for example, if the minimum front yard standards across the low density residential zones are changed to follow existing yards as described in Section 4.2.2 below.

4.2 YARDS

Yards are essential components in regulating the spatial relationships between structures, landscaping, and neighbouring properties. These elements are vital not only for the aesthetic of a neighbourhood, but also for practical concerns like drainage, tree protection, and access. Driveway regulations are also an important consideration for managing these relationships, and these are discussed in greater detail in Section 4.3.

4.2.1 SIDE YARD REQUIREMENTS

The project team explored and is recommending introducing a new interior side yard framework that would tie minimum interior side yard setbacks directly to lot frontage. Zoning By-law Amendment 2005-058 eliminated a separation distance between dwellings as it had the effect of automatically changing zoning requirements on one lot by the development actions on another lot. This approach was carried forward into Zoning By-law 2014-014.

The core overall intents of these policies, then and today, are to ensure there is an appropriate sense of spaciousness and openness around buildings in the low-density residential zones based around historic development patterns, but also to ensure adequate spatial separation between dwellings to protect drainage functions, mitigate privacy and overlook concerns, and shape the building envelope in a way that manages massing impacts. These objectives reinforce the broader policy goal of maintaining livable and functional residential neighbourhoods.

Many rebuilt houses have taken full advantage of the setback, with post-construction issues arising in some areas with respect to stormwater drainage changes in side yards (the main conduit for overland flow in most contexts in Oakville). There is increased competition for available space in side yards for important design and functional items such as sanitary equipment (e.g., heat pumps, air conditioning units, window wells). There is also increased importance, as catalogued in the Stormwater Master Plan (discussed in Section 5.1), to improve and ensure the amount of adequate space remains available to permit the infiltration of rainwater and appropriate channeling of overland flow in and around buildings. Accordingly, an adjustment to interior side yard requirements is recommended at this time for development in residential zones.

There are a number of recommendations arising out of this investigation to address these issues. First is to increase the minimum required interior side yard to the figures as shown in the right column of **Table 3**, below. (Note the proposed standard is sorted by lot frontage, not by current zone category.)

Table 3: Existing Side Yard Provisions

	Current Zoning	
	Min. Frontage	Min. Interior Side Yard
RL1	30.5m	4.2m
RL2	22.5m	2.4m
RL7	18.5m or 21.0m	1.8m and 1.2m or 3.0m
RL11	18.0m	1.5m and 0.6m
RL3	18.0m	2.4m and 1.2m
RL4	16.5m	2.4m and 1.2m
RL10	15.0 or 21.0m	2.4m and 1.2m or 3.5m
RL5	15.0m	2.4m and 1.2m
RL8	12.0m or 18.0m	0.6m and 2.0m
RL6	11.0m	1.2m and 0.6m
RL9	9.0m or 15.0m	0.6m or 1.8m

The 2023 Grading and Servicing Plan Guide for Residential Infill Development provides for a minimum 0.9 metre-wide swale as needed for proper drainage, especially where encroachments from porches or walkways reduce the available space. Development Engineering staff have identified how this limits opportunities for amenities such as walkways, potentially compromising maintenance, and limits a desirable location for unitary equipment such as gas meters. With many competing needs for that space, changes are proposed to preserve space to ensure some space remains available for landscaping to meet the intent of the 2023 Grading and Servicing Plan.

Note that these standards will only apply to new construction, and that zoning is limited in terms of how construction and infrastructure matters can be deployed.

To further support consistent and functional side yard space, it is recommended that the side yard setback reduction currently granted to lots with attached garages be removed. All lots, regardless of garage configuration, should be subject to the standard side yard setback. However, for lots with detached garages, it is recommended that the minimum side yard setback be increased to 3.0 metres to ensure appropriate separation and allow emergency access.

The minimum interior side yards are summarized in **Table 4**, below.

Table 4: Proposed Side Yard Provisions

	Proposed Zoning		
	Min. Frontage	Min. Interior Side Yard	Min. Interior Side Yard – detached garage or no garage
A	≥30.0m	3.0m	3.0m
B	≥25.0m & <30.0m	2.4m	2.4m and 3.0m
C	≥20.0m & <25.0m	2.4m and 1.8m	2.4m and 3.0m
D	≥15.0m & <20.0m	1.8m	1.8m and 3.0m
E	<15.0m	1.2m	1.2m or 3.0m

Within those side yards, the intent is for 0.9 metres of that width required to be provided as "residential soft landscaping" to ensure provision of space to accommodate a swale that would meet the design standards set out in Appendix B and Standard Drawing 1E of the August 2023 Grading and Servicing Plan Guide for Residential Infill Developments.

On narrower lots, the minimum width of landscaping would be smaller, reflecting the tighter nature of these lots. This applies to only a limited number of lots in the Livable Oakville Plan area, which are generally not subject to redevelopment pressure. Similar circumstances exist in North Oakville, which has a different context around community design and growth management that necessitates a different approach to site design and stormwater management.

The effect of the increased side yards will ensure appropriate space is available to accommodate both a swale and a walkway within the space, as well as protecting the appropriate sense of spacing between buildings. Tying the side yards to lot frontage recognizes all lot conditions regardless of zone, especially where lot widths are far larger or narrower than a standard rectangular lot (e.g., around bends in streets).

Severances or developments requiring relief from zoning (amendment or variance) will need to demonstrate how the Town's multiple documents around stormwater management were appropriately considered in the project.

A note that Bill 17's amendments to the *Planning Act* introduced regulation-making authority by the Province as a new Section 34(1.4) to reduce planning applications for minor variances by permitting variations from certain zoning standards without the need for a planning application. So far, one such exemption has been granted: proposals meeting 90% of the minimum setback distance for yards.

4.2.2 Accessory Residential Units in Accessory Buildings

As Additional Residential Units (ARUs) become increasingly common in low-density residential areas, it is important to ensure that the zoning framework evolves to support their integration in a way that maintains livability and environmental performance. Proper setbacks are essential to protect privacy, allow space for landscaping and tree growth, and support on-site drainage and maintenance needs.

To improve consistency and separation, it is recommended to increase the interior side yard and rear yard setbacks for accessory buildings containing an Additional Residential Unit from the current 0.6 metres to 1.2 metres. This change will help ensure adequate space for drainage, access, maintenance, and fire safety, while also reducing the likelihood of land use conflicts between neighbouring properties. Increasing these setbacks will also allow the Town to better accommodate servicing needs and preserve privacy in low-density residential areas.

The recommended increase in side and rear yard setbacks for accessory buildings containing Additional Residential Units (ARUs) is consistent with the objectives of the Livable Oakville Plan. Specifically, it supports Objective 11.0(a), which seeks to maintain, protect, and enhance the character of existing residential areas, and Objective 11.0(c), which promotes compact urban form while ensuring a range of housing alternatives. By providing increased setbacks, the Town can better integrate ARUs without compromising the livability or privacy of adjacent lots, reinforcing the character and environmental performance of stable residential communities.

This recommendation also conforms with Sections 10.10.1 and 10.10.8 by enhancing opportunities for on-site stormwater infiltration and ensuring space for permeable surfaces and soft landscaping, prioritizing stormwater management as a key objective.

Furthermore, the proposed changes support the criteria established in Section 11.1.9 for evaluating development within stable residential communities. Specifically, they enhance compatibility with the surrounding neighbourhood character and built form, minimize impacts on adjacent properties, and ensure the maintenance of an appropriate lotting pattern. In this way, increased setbacks provide a proactive response to both environmental and design considerations, contributing to the long-term stability and resilience of Oakville's residential neighbourhoods.

4.3 Driveways

Currently, driveway setbacks are regulated in Section 5.8.4 of the Zoning By-law, which states the following:

5.8.4 Driveway Setbacks

a) A driveway crossing a front lot line on a corner lot or through corner lot shall be located no further from the interior side lot line than a distance equal to the minimum interior side yard required for the dwelling, plus the maximum width of the driveway permitted on the lot, plus 1.0 metre, measured at the point of where the driveway crosses the front lot line. (2021-068)

b) *Subsection (a) above shall not apply where a driveway is located a minimum of 15.0 metres from the point of intersection of the front and flankage lot lines or where the lot lines do not intersect the point of intersection of the projection of the front and flankage lot lines, measured at the point of where the driveway crosses the front or flankage lot line. (2021-068)*

c) *A driveway crossing a flankage lot line on a corner lot or through corner lot shall be located a minimum of 15.0 metres from the point of intersection of the front and flankage lot lines or where the lot lines do not intersect the point of intersection of the projection of the front and flankage lot lines, measured at the point of where the driveway crosses the flankage lot line. (2015-079) (2021-068)*

d) *Notwithstanding subsection (a) above, a driveway crossing a front lot line on a lot with a semi-detached, back-to-back townhouse, or townhouse dwelling may be located on the same interior side lot line having the common wall shared between the two dwellings. (2015-018)*

e) *Where a private garage is detached from the main building and is accessed by a driveway crossing the flankage lot line, the driveway shall be located no closer to the rear lot line than the applicable minimum setback required for the private garage, measured at the point where the driveway crosses the flankage lot line.*

f) *Where a private garage is detached from the main building and is accessed by a driveway crossing the front lot line, the driveway shall be located no closer to the side lot line than the minimum interior side yard required for the private garage, measured at the point where the driveway crosses the front lot line.*

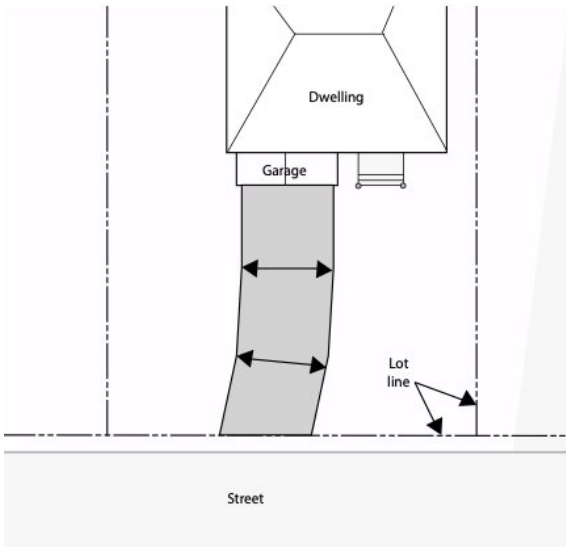


Figure 7: Plan view illustrating driveway width. (Source: Zoning By-law 2014-014)

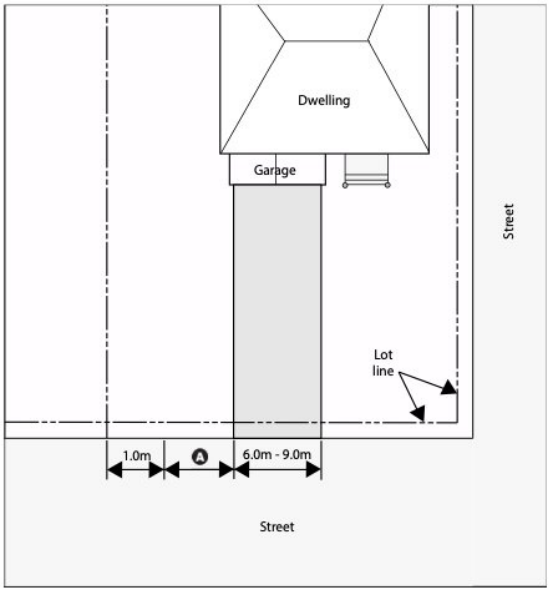


Figure 8: Plan view of driveway setbacks and placement details. (Source: Zoning By-law 2014-014)

Without sufficient separation, surface runoff from driveways may directly impact adjacent properties or contribute to localized flooding, particularly on lots with limited permeable surfaces. **Figures 7 and 8** illustrate how driveway width and proximity to lot lines reduce available landscaped area and limit opportunities for infiltration. To address this, a minimum setback of 1.2 meters from all lot lines should be introduced, ensuring this area is maintained as a landscaped open space. This requirement will provide some drainage buffer, improving stormwater absorption, and mitigating runoff issues. This provision would not apply to attached housing forms such as semi-detached dwellings, where the building is located at zero lot line, to recognize and accommodate shared or mutual driveways.

Finally, it is recommended that the method of measuring driveway width be clarified. Specifically, the driveway width should be measured perpendicular to the path of vehicular travel, from one edge of the continuous hard surface to the other. This refinement provides clearer direction for applicants and staff when determining compliance with maximum driveway width regulations. While this does not change the intent of the regulation, it helps improve enforcement clarity.

The proposed changes to introduce a minimum 1.2-metre setback for driveways from all lot lines and to clarify driveway width measurement align with the Livable Oakville Plan's objectives related to stormwater management and residential area character. **Figure 9** illustrates the relationship between driveway placement, lot lines, and the proposed landscaped setback. Specifically, this regulation supports Section 10.10.1, which promotes stormwater management techniques that minimize runoff through on-site infiltration. By requiring setbacks be maintained as landscaped open space, the proposed change enhances the permeability of front yards, thereby supporting these policies.

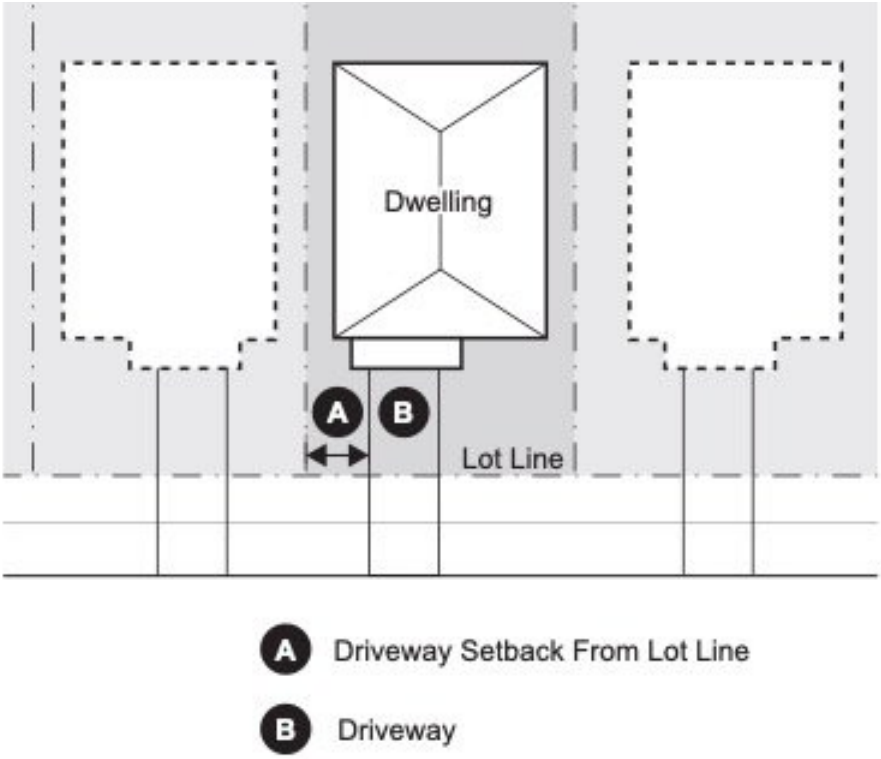


Figure 9: Plan view of side lot line setback for driveways.

Note that this setback is not proposed to apply to the shared portion of driveways or where driveways abut on neighbourhood lots, as continuous paved surfaces are expected in these circumstances.

4.4 Encroachments and Projections

Encroachments and projections are an important aspect of zoning regulations as they define the allowable extensions of structures into required yards, such as balconies, decks, stairs, and other building features. These elements can have significant impacts on privacy, and the usability of open space. In the Town of Oakville, there are several concerns related to inconsistencies in encroachment regulations between the northern and southern areas of the Town. This section will review existing policies and identify gaps and recommendations for improving clarity and consistency in the Town's approach to encroachments and projections (see **Figure 10** for examples of permitted architectural projections into minimum yards).

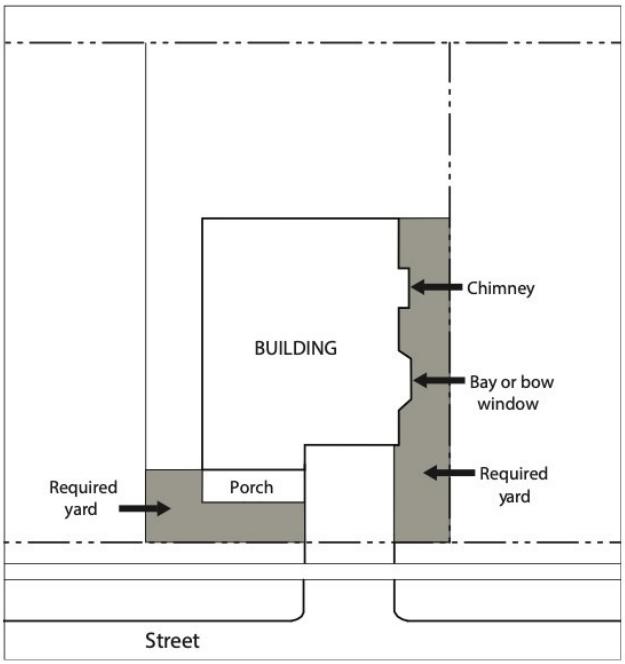


Figure 10: Plan view of Allowable Projections (architectural). (Source: Zoning By-law 2014-014)

4.4.1 Window Wells

The existing By-law provisions for window wells establish restrictions that impact their placement and projection in various yards. Under the current By-law, window wells are permitted to encroach up to 0.6 metres into required yards, with a maximum allowable width of 1.8 metres, see **Figure 11**.

Table 4.3: Allowable Building and Structure Encroachments and Projections

Structure or Feature	Applicable Yards	Maximum Encroachment into a Minimum Yard	Maximum Total Projection beyond the main wall
Access stairs associated or not associated with a *porch* or *uncovered platform* *(2016-023)*	All	Up to 0.6 m from the applicable *lot line*	n/a
Air conditioners, heat pumps, swimming pool pumps, filters, heaters, and generators including any appurtenances thereto *(2017-025) (2023-024)*	*Flankage*, *interior side*, and *rear*	Up to 0.6 m from the applicable *lot line* (2)	n/a
Awnings, canopies, cornices, coves, belt courses, eaves, gutters, pilasters, sills, or weather-shielding *structure*	All	0.6 m	n/a
Balconies	*Front* and *rear* (-0)	n/a	1.5 m
Non-walk in bay, box out and bow windows, without foundations, with a maximum width of 3.0 metres and a maximum *height* of one *storey*	All	0.6 m	n/a
Chimneys and gas fireplace projections and chases with a maximum width of 1.8 metres	All	0.6 m	n/a
Window wells with a maximum width of 1.8 metres *(2021-068)*	All	0.6 m	n/a

Figure 11: Table 4.3 from Zoning By-law 2014-014 (Source: Zoning By-law 2014-014)

To address these issues, it is recommended to remove the current restrictions on the width of window wells. Additionally, encroachment limits should be adjusted specifically for interior side yards, requiring a minimum setback of 1.2 metres from the lot line for all applicable structures and features. This ensures adequate space for drainage, access, and fire safety, while maintaining functional separation between properties. On lots where the minimum side yard is 1.2 metres, this would mean window wells and all other encroachments would not be permitted to project into the side yard, unless new buildings do not build up to the minimum yard (see **Figure 12** for plan and model views illustrating window well location, width, and projection in front and rear yards).

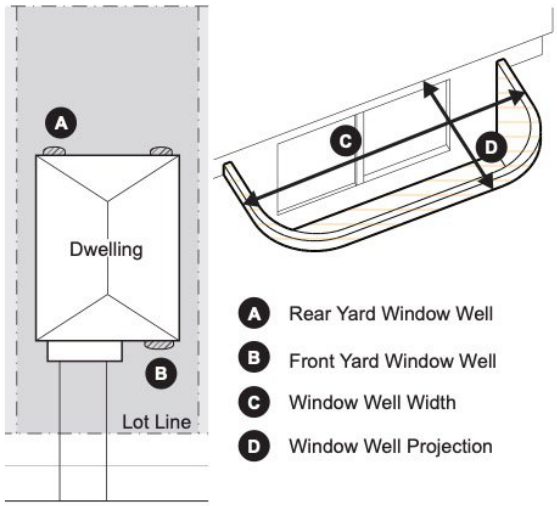


Figure 12: Plan and model view of window well setting in front and rear yards, as well as respective width and projection.

Secondly, it is proposed to remove the limitation on the overall length of window wells, so there is no longer that constraint. This will enable longer windows to be provided where desired, allowing more light into basements.

4.4.2 Balconies and Decks

Since the introduction of Zoning By-law 2014-014, which prohibited second-storey balconies in “-0” Suffix Zones, the Town received thirty-three minor variance applications seeking permission to include balconies in these areas.

Currently, Section 6.4.5 of Zoning By-law 2014-014 prohibits balconies and uncovered platforms above the floor level of the first storey in the “-0” Suffix Zone. This restriction aims to address privacy and overlook concerns for neighbouring properties. However, some homeowners, particularly those with properties backing onto greenspaces, Lake Ontario, or stormwater management facilities, may wish to add balconies to capitalize on views, which may lead to conflicts between enhancing private amenity space and preserving the privacy of adjacent properties (see **Figure 13** for examples of potential balcony placement and overlook relationships).

It is recommended to adjust the By-law language to clarify that balconies are “not permitted” rather than strictly “prohibited.” This subtle change remedies a perceived barrier to considering the provision of a balcony as it provides a pathway for homeowners who believe a balcony is suitable for their property to seek a variance. Through the variance process, homeowners can demonstrate how privacy impacts can be effectively mitigated in their specific context, particularly if their property is adjacent to parks, woodlots, or large open spaces.

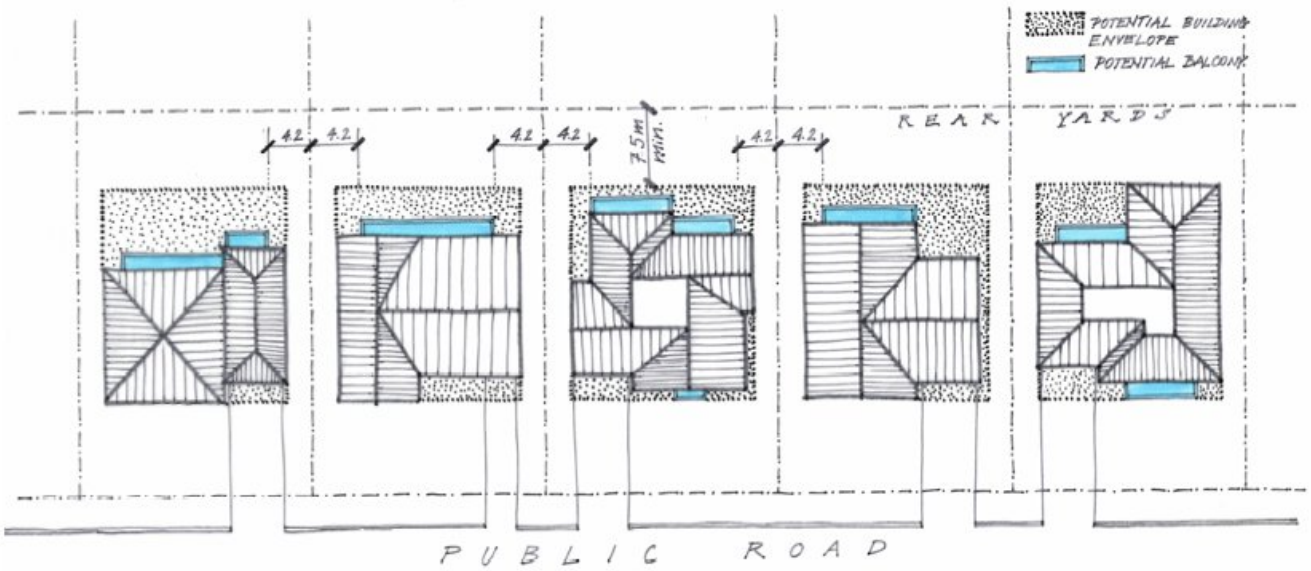


Figure 13: Plan view of potential balcony placement. (Source: Balconies Staff Report, 2017)

4.5 IDENTIFIERS IN TABLES

The current Zoning By-law contains several tables that could benefit from editorial improvements to enhance their usability for applicants, staff, and Committee of Adjustment members. While the existing structure is functional, there are opportunities to make it easier to interpret and reference key provisions.

For instance, Table 4.3 does not currently include row identifiers, which can make referencing specific provisions during Committee of Adjustment Variance applications more challenging, see **Table 5**. To improve navigation and clarity, it is recommended to reformat Tables by adding row identifiers (here and in other select locations), see **Table 6**. This enhancement will allow users to locate and reference relevant sections more efficiently. In addition to adding row identifiers, it is also recommended that encroachments and projections be separated into two distinct tables, one for encroachments and one for projections. This would reduce confusion by recognizing that encroachments and projections are regulated differently. It would also improve the clarity of provisions related to elements such as window wells, stairs, and balconies.

These proposed editorial adjustments do not alter the zoning regulations themselves but aim to make the Zoning By-law more user-friendly and intuitive. By implementing these changes, the Town can streamline zoning processes and improve overall usability for all stakeholders.

Table 5: Current Table Layout

Table 4.3: Allowable Building and Structure Encroachments and Projections			
Structure or Feature	Applicable Yards	Maximum Encroachment into a Minimum Yard	Maximum Total Projection beyond the main wall
Access stairs associated or not associated with a porch or uncovered platform (2016-023)	All	Up to 0.6 m from the applicable lot line	n/a
Air conditioners, heat pumps, swimming pool pumps, filters, heaters, and generators	Flankage, interior side, and rear	Up to 0.6 m from the applicable lot line (2)	n/a
…	…	…	…

Table 6: Proposed Table Layout

Table 4.3: Allowable Building and Structure Encroachments and Projections				
1 A	2 Structure or Feature	3 Applicable Yard	4 Maximum Encroachment into a Minimum Yard	5 Maximum Total Projection beyond the main wall
1	Access stairs associated or not associated with a porch or uncovered platform (2016-023)	All	Up to 0.6 m from the applicable lot line (3)	n/a
2	Air conditioners, heat pumps, swimming pool pumps, filters, heaters, and generators	Flankage, interior side, and rear	Up to 0.6 m from the applicable lot line (2)	n/a
…	…	…	…	…

*Note: A new footnote 3 is proposed to be added in locations to ensure a minimum setback is maintained in interior side yards.

4.6 MASSING

Massing ("bulk" as referenced in Planning Act s.34) is a critical element in Oakville's residential zoning framework, as the height, length (when viewed from the public realm such as the street), and depth of the box that is the building envelope comes to define the form of established neighbourhoods, see **Figure 14**. Several aspects of massing need to be reassessed to ensure consistency, clarity, and responsiveness to modern homeowner expectations.

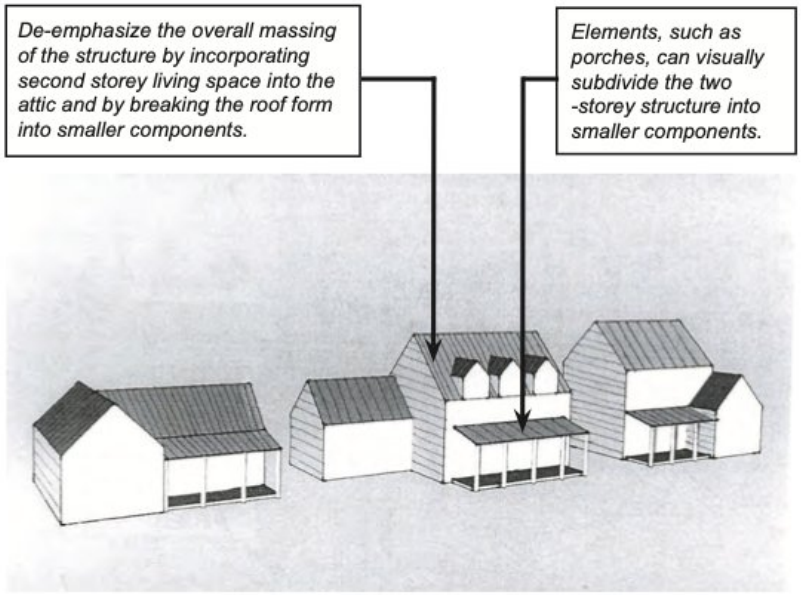


Figure 14: Model view of massing details. (Source: Design Guidelines for Stable Residential Communities, 2013)

Feedback has been received over height regulations in the ""-0" Suffix Zone areas, and in the application of residential floor area ratio.

4.6.1 HEIGHTS

The measurement of building height has been a point of confusion, particularly on lots with varying natural grades. Oakville's current zoning by-law defines "height" simply as the vertical distance from established grade to the highest point of a structure. This approach does not distinguish between flat or sloped roofs or for complex topographical variations, such as those on "reverse grade" lots where the property slopes away from the street. This can lead to perceived inconsistencies in building height and its impact on neighbouring properties.

The desire for higher ceilings on both ground and second floors has become more common among homeowners, particularly within the "-0" Suffix Zones, where the 9.0-metre overall building height restriction is often viewed as limiting. There are also many height maximums across the Town, resulting in different forms and massing across low-density residential areas of the Town (which is appropriate given the different built character across multiple neighbourhoods in Oakville): 10.5 metres in the base RL1 (few properties) and RL6 Zone, and 12.0 metres in the RL2 through RL5 Zones (outside of the "-0" Suffix Zone).

Focusing on the 9.0-metre maximum, the zoning results in a standardized roof configuration (either flat or mansard-style) to maximize interior ceiling heights. The Town's various design guidelines speak to diversifying roof lines and public realm perspectives.

There are a variety of ways to structure zoning to recognize different architectural styles. Two examples considered in this project are Newmarket and Mississauga (Port Credit)

Newmarket's Zoning By-law 2010-040 explored this issue and resulted in a structured definition of building height, accounting for a different measurement distance based on roof types. It defines height as follows:

Means the vertical distance measured between the established or finished grade and any of the following:

- *On a flat roof or mansard roof, the highest point of the roof surface or the parapet, whichever is greater;*
- *On a gable, hip or gambrel roof, or any other type of pitched roof, the mean distance between the eaves and ridges of the roof; or,*
- *The highest point of a structure without a roof.*

Individual definitions are provided for various roof types:

- *Flat roof: Means a roof with a slope of less than 1.0 vertical units for every 4.0 horizontal units, occupying an area greater than or equal to 50% of the total horizontal roof area.*
- *Pitched roof: Means a roof with a slope of greater than 1.0 vertical units for every 4.0 horizontal units, occupying an area greater than or equal to 50% of the total horizontal roof area.*

Through a 2020 amendment, the maximum height across the range of low-density residential zones is 8.5 metres, and that is measured to the point on the roofs identified above (see **Figure 15** for an illustrative example of how "established grade" is defined in the Town of Newmarket).

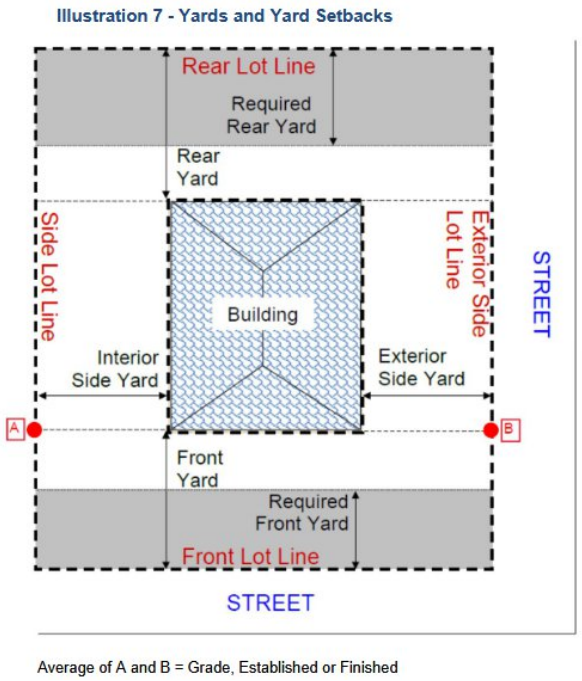


Figure 15: Illustration of "established grade" from the town of Newmarket's Zoning By-law 2010-40.

In Newmarket, "established or finished grade" is defined to be:

> *For single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, and fourplex dwellings, the average elevation of the ground, measured at the two points where the front yard meets adjacent side lot lines* [see Figure 15 on the previous page].
>
> *For all other structures, the average of the levels of the finished ground surface at every location of change of grade along the exterior walls of a building or structure.*

The City of Mississauga's zoning in Port Credit provides more detailed regulations on height measurement, including different height measurements based on roof types and limits for various architectural features such as eaves.

It defines height for various dwelling types by measuring the vertical distance from the "average grade" to specific points of the structure, such as the highest point of a flat roof, the mean height level between the eaves and ridge of a sloped roof, or the highest point of a structure without a roof. In measuring from "average grade," per Mississauga's Zoning By-law 0225-2007, the starting point of vertical measurement is determined by the average of eight grade elevation measurements taken at specified points along each side lot line. The eight points of measurement consist of:

1. Two points at the intersection of the street centreline and the projections of the side lot lines.
2. Two points at the intersection of the front lot line and each side lot line.

3. Two points at the intersection of each side lot line and the minimum front yard setback requirement of the zone in which the property is located.

4. Two points along each side property line, 15.0 m back from where the previous two (2) points of measurement were taken.

This method ensures a more tailored approach for properties with different architectural designs and sloping lots, helping to maintain a consistent appearance across neighbourhoods. It does require additional work on the part of applicants and staff to determine height calculations, but it addresses feedback received over many years about how to fairly approach slopes on properties. The Site Alteration By-law would work in conjunction with the Zoning By-law to restrict changes in grade on-site.

The City of Mississauga provides a complementary tool to regulate roof massing by including a maximum permitted height for the eaves. In Mississauga's Zoning By-law 0225-2007, the eaves' height is the vertical distance measured from average grade to the lower edge of the eaves. This approach helps regulate the perceived scale of buildings and the impact of two-storey façades, particularly when higher ceilings are used. This eaves-based regulation has proven useful in shaping the streetscape and protecting the character of low-rise neighbourhoods.

The Mississauga method does require a surveyor's support in measuring elevations to calculate that single point of measurement. The Newmarket method and Oakville's current approach do not necessarily require a surveyor's support (though it remains helpful).

On review and consideration, the following amendments are recommended to enhance flexibility and functionality in roof height regulations in Oakville:

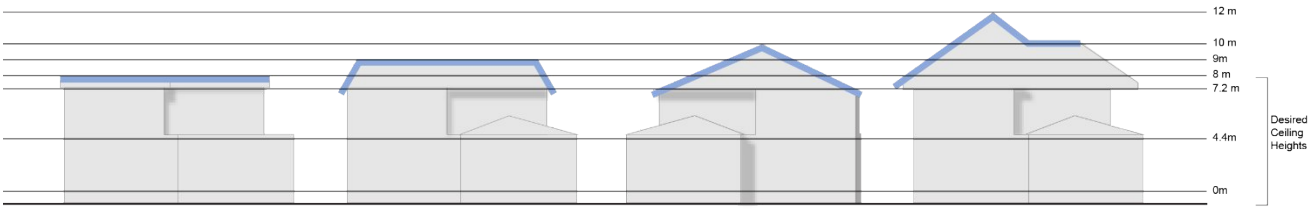
1. **Establish Consistent Height Limits for Flat Roofs and Low-Slope Roofs across all Residential Low Zones**. For roofs with a slope of less than 20 degrees for 65% or more of the roof area, the maximum height limit would be set at 8.0 metres across all Residential Low Zones in Zoning By-law 2014-014. If that slope is limited to between 35% and 65% of the roof area, the maximum height limit would be set at 9.0 metres across all Residential Low Zones. Modelled on the Newmarket approach, this ensures consistency for low-slope and flat roofs in all low-rise contexts, preserving neighbourhood scale and preventing forms that could disrupt sightlines or visual harmony.

2. **Apply height differentials based on roof slope**. In the Residential Low "(-0)" Overlay, sloped roofs are proposed to be permitted up to a maximum height of 10.0 metres to recognize the varied formats and designs of roofs. Outside of the "-0" Overlay, no new height increase is proposed and the existing maximum height in the parent zone would continue to apply (such as 12.0 metres where such standard is already permitted), as shown in **Figure 16**. This is consistent with current practices.

3. **Maintain Established Grade as the basis for measurement**. The current approach, which measures height from established grade to the highest point of the structure, should be maintained. This method continues to provide a controllable, and effective way to regulate height, offering greater balance and control than alternative methods without overcomplicating the measurement.

To support the implementation of differentiated height regulations based on roof slope, it is recommended that the Zoning By-law be updated to include definitions of “Flat Roof” and “Sloped Roof.” This will ensure consistency in the interpretation and application of the proposed height limits, reinforcing the rationale for establishing variable height caps based on architectural form. A flat roof would be defined as a roof where 35% or more of the total roof area has a slope of less than 20 degrees measured from the horizontal and shall not include a parapet. A sloped roof would be defined as a roof with a slope greater than or equal to 20 degrees measured from the horizontal.

The proposed refinements to height directly support the Livable Oakville Plan’s built form objectives by encouraging clarity, compatibility, and flexibility in design. Section 6.9.1 emphasizes the importance of massing and form in shaping community identity, which these changes reinforce by better aligning roof height allowances with architectural form. Further, the proposed approach improves compatibility with adjacent development in accordance with Section 6.9.9 by tailoring height limits to roof type and context, helping maintain appropriate transitions and minimizing visual impact. This provides more flexibility for rooflines and maintains appropriate regulatory control around working with altered topography.



8.0 metre	9.0 metre	10.0 metre	12.0 metre
Flat roof	Semi-Flat roof	Peaked roof	Peaked roof

Figure 16: Elevation view illustrating potential proposed maximum heights.

4.6.2 Area of a Private Garage

Currently, the Zoning By-law regulates garage size through its maximum floor area provisions. However, regulating the garage area alone does not necessarily achieve the intended goal of maintaining a balanced streetscape. The primary purpose of these controls is to prevent garages from dominating the public realm by ensuring that the width of a two-car garage remains proportionate to the overall dwelling and does not visually overpower the house. Section 5.8.6 in the Zoning By-law addresses garage sizes, stating the following:

5.8.6 Private Garage Maximum Sizes

a) For detached dwellings on lots having less than 12.0 metres in lot frontage, the maximum total floor area for a private garage shall be 28.0 square metres.

b) For detached dwellings on lots having greater than or equal to 12.0 metres in lot frontage, the maximum total floor area for a private garage shall be 45.0 square metres.

c) *Notwithstanding subsection (b) above, for lots located within the Residential Low (RL1) Zone the maximum total floor area for a private garage shall be 56.0 square metres and the maximum width of the entrance to the private garage shall be 9.0 metres.*

d) *For semi-detached dwellings, the maximum total floor area for a private garage shall be 28.0 square metres.*

The core design goal has been to avoid the presence and dominance of garages in new homes. To achieve this more clearly, the current emphasis on maximum garage floor area (section 5.8.6) is proposed to be replaced with a standard that limits the width of a garage within the first 3.0 metres of the depth of the garage measured inward from the main front wall, see **Figure 17**. This ensures the garage presents appropriately to the street, limiting visual dominance, while still allowing flexibility for additional garage width toward the interior of the dwelling to accommodate tandem parking, storage or workshop areas. This approach supports the intent of the garage provisions by balancing functional needs with streetscape considerations.

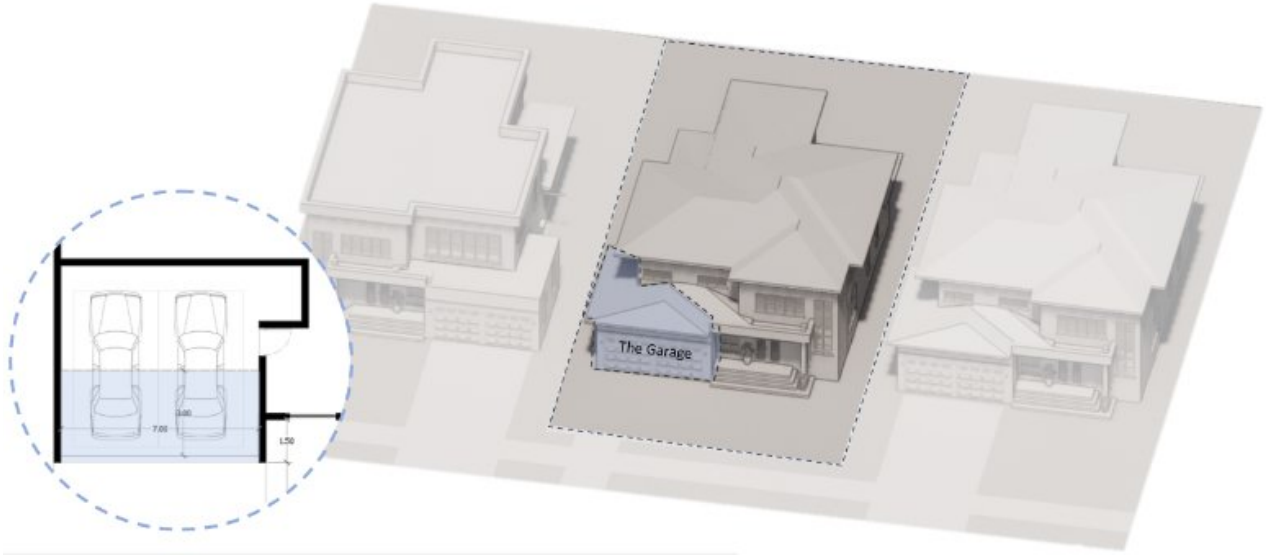


Figure 17: Model view illustrating the application of the proposed garage width regulation. The blue area represents the first 3.0 metres of garage depth from the front façade, within which a maximum garage width would apply.

4.6.3 Residential Floor Area Ratio (RFAR)

The Residential Floor Area Ratio (RFAR) is a long-established tool for managing the bulk and massing of new dwellings and additions in older parts of Oakville. RFAR regulates the total floor area of a building relative to the lot area (i.e., overall building volume), whereas lot coverage regulates the portion of the lot occupied by roofed structures and buildings above grade. It aims to control the relationship between a building's size and the lot on which it sits, ensuring that new developments are consistent with the scale of the surrounding areas. Currently, RFAR regulations only apply to the Residential Low zones, with the highest RFAR in the RL6 zone at 75%, and the lowest in the RL8 and RL9 zones at 65%. In addition, RFAR also applies to RL1 through RL5 within the "-0" Suffix Zones, where the permitted RFAR ranges

from 43% on smaller lots to 29% on larger lots, as outlined in Table 6.4.1 of the Zoning By-law. These limits are intended to work within other massing controls to keep the scale of homes proportional to their lot sizes.

Challenges with floor area calculations and the multiple massing controls have been documented over the many decades it has existed, with adjustments made over time, including in Zoning By-law 2014-014 to try and remedy those issues. Issues that have remained post-2014 include the exclusion of attached garages from the RFAR calculation and the inclusion of cathedral ceilings and other tall spaces. The overall intent of the massing regulations in the Town's zoning is to minimize the bulk and massing of a building on a lot. Together, these exclusions raise concerns that overall massing of a building may appear larger than intended under the Zoning By-law, impacting site design, lot coverage, and streetscape consistency. Further, downstream applications to the Committee of Adjustment to fill these spaces are often successful as there are no resulting changes to the appearance of the building from the public realm, a core part of planning arguments to support the increase. The recommendation is to count open-to-below areas within the overall RFAR calculation.

Additional RFAR is also required to incorporate private garages into the overall massing, as summarized in **Table 7**, below. The updated figures are generated based on the review of multiple building permits reviewed by staff:

Table 7: Expanded RFAR Necessary to Accommodate a Private Garage

Lot Area	Current RFA Ratio	Current Maximum RFA Calculation	Garage Area	Garage RFA Ratio	Current max RFA with garage	Potential RFA Ratio with garage	RFA Calculations with garage	Equivalent RFA Ratio	Proposed RFA Ratio (revised)	Draft Maximum RFA
250	45.00%	112.5	50	20.00%	162.7	65.08%	162.5	65.00%	**65%**	162.5
300	45.00%	135	50	16.67%	185.17	61.72%	185	61.67%	**65%**	195
350	44.00%	154	50	14.29%	204.14	58.33%	207.5	59.29%	**60%**	210
450	43.00%	193.5	50	11.11%	243.61	54.11%	243.5	54.11%	**55%**	247.5
550	42.00%	231	50	9.09%	316.58	46.58%	281	51.09%	**51%**	480.5
650	41.00%	266	50	7.69%	381.56	43.27%	316.5	48.69%	**49%**	318.5
750	40.00%	300	50	6.67%	438.55	40.68%	350	46.67%	**47%**	352.5
850	39.00%	331.5	50	5.88%	487.54	38.27%	381.5	44.88%	**45%**	382.5
950	38.00%	361	50	5.26%	528.54	35.60%	411	43.26%	**43%**	408.5
1050	37.00%	388.5	50	4.76%	561.54	32.94%	438.5	41.76%	**41%**	430.5
1150	35.00%	402.5	50	4.35%	586.54	30.45%	452.5	39.35%	**39%**	448.5
1250	32.00%	400	50	4.00%	609.54	29.33%	460	36.80%	**37%**	462.5
1350	29.00%	391.5	60	4.44%	632.54	28.38%	468.5	34.70%	**35%**	472.5
1450	29.00%	420.5	60	4.14%	655.54	27.33%	485	33.45%	**33%**	478.5
1550	29.00%	449.5	60	3.87%	678.54	26.09%	515	33.23%	**33%**	511.5
1650	29.00%	478.5	60	3.64%	701.54	24.70%	545	33.03%	**33%**	544.5

Proposed changes also include updating the By-law language to clarify that floor area above the second storey is not permitted, rather than using “prohibited” wording. This refinement is intended to soften the tone of the regulation while maintaining the same planning intent and effect. Staff have noted that “prohibited” language has contributed to interpretation and variance issues; replacing it with “not permitted” provides clearer direction for applicants and supports more consistent administration of the RFAR framework.

4.6.4 Main Wall Proportionality and Minimum and Maximum Front Yards

Currently, the “-0” Suffix Zone (in Section 6.4.4) specifies that for new buildings, a minimum of 50% of the length of all main walls oriented toward the front lot line must be located within the area on the lot defined by the minimum and maximum front yards, see **Figure 18**. This regulation was originally intended to maintain a sense of scale and compatibility between neighbouring homes by discouraging abrupt changes in yard depths along a streetscape. The lots in the “-0” Suffix Zone are more likely to be redeveloped since they are older housing stock and many of the dwellings were not built to the full potential of the Zoning By-law, which is the origin for the adjusted standard (and zone framework, generally).

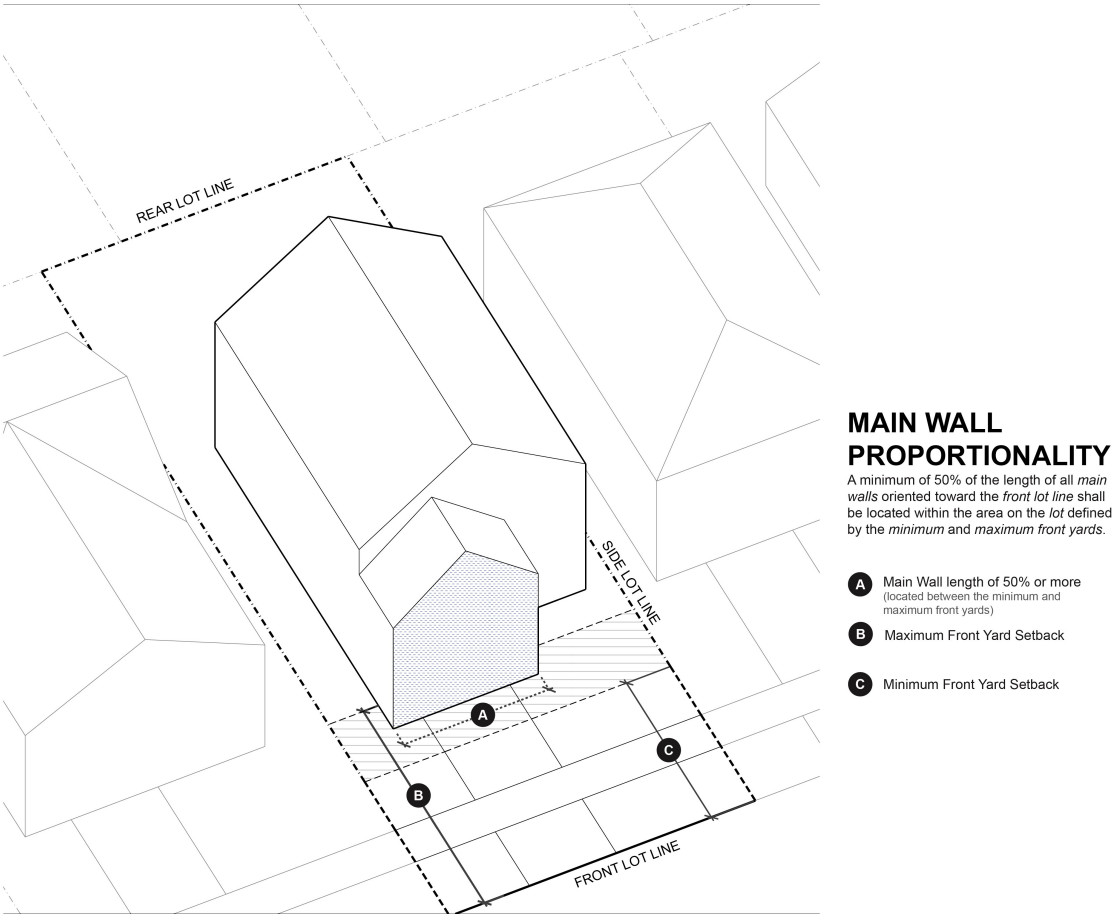


Figure 18: Main wall proportionality diagram.

The project team is proposing to remove the main wall proportionality requirement from the By-law. This will reduce redundancy in the By-law and provide greater design flexibility without compromising the overall scale or character of development in low-density residential areas. The maximum yard requirement would stay for the same reason.

The recommended removal of the main wall proportionality requirement will remain consistent with the built form objectives of the Livable Oakville Plan, particularly those outlined in Section 6.9. Sections 6.9.1 and 6.9.2 emphasize the importance of building massing, form, and scale in creating identity and ensuring compatibility with the surrounding neighbourhood. These objectives are already effectively supported through more substantive tools such as maximum height, lot coverage, and setback requirements. Removing the proportionality rule eliminates an overly prescriptive layer of regulation that offers limited additional benefit while restricting architectural flexibility.

4.6.5 Suffix Zone Structure

The "-0" Suffix Zone introduces additional regulations to specific lots in Oakville, aiming to protect established neighbourhoods and manage growth, the geographic extent of the Residential Low Zones and application of the “0” Suffix Zone are illustrated in **Figure** 19). These zones apply enhanced controls on factors such as residential floor-area ratio, building height, and lot coverage to limit the massing of new developments or additions. The building envelopes are more stringent compared to the parent zoning provisions. The framework was created in 1989. Through the inZone project, those separate R0 Zones were consolidated down to become the “-0” Suffix Zone framework to reduce the overall number of zones in the By-law.

Since 2014, one of the primary challenges has been that some applicants overlook the additional provisions of the "-0" Suffix Zone when reviewing the By-law, leading to confusion during the development process. There is a customer service objective in this project to make it easier for developers and residents to understand the applicable rules without needing to cross-reference multiple sections.

To improve usability and transparency, it is recommended to rename the standards set as the Residential Low Overlay “(-0)” Zone. The overlay standards would apply to specific geographic areas currently under the "-0" Suffix Zone and be integrated directly into the existing zoning tables and zone provisions to minimize the length of and reliance upon Section 6.4 to deliver these standards.

The goal to simplify and further streamline the “-0” Suffix Zone is to modify the parent RL zone tables to incorporate the Residential Low Overlay standards by referencing them directly within the existing zone regulations. This would be done by moving base “(-0)” regulations up into the applicable zone provisions, with any additional standards or clarifications either becoming footnotes to that table or an expanded provision within Section 6.4 or another general provision.

This structure maintains the general structure of reduced massing intended for lands in the "-0" Suffix Zone, while significantly improving the clarity and applicability of the regulations.

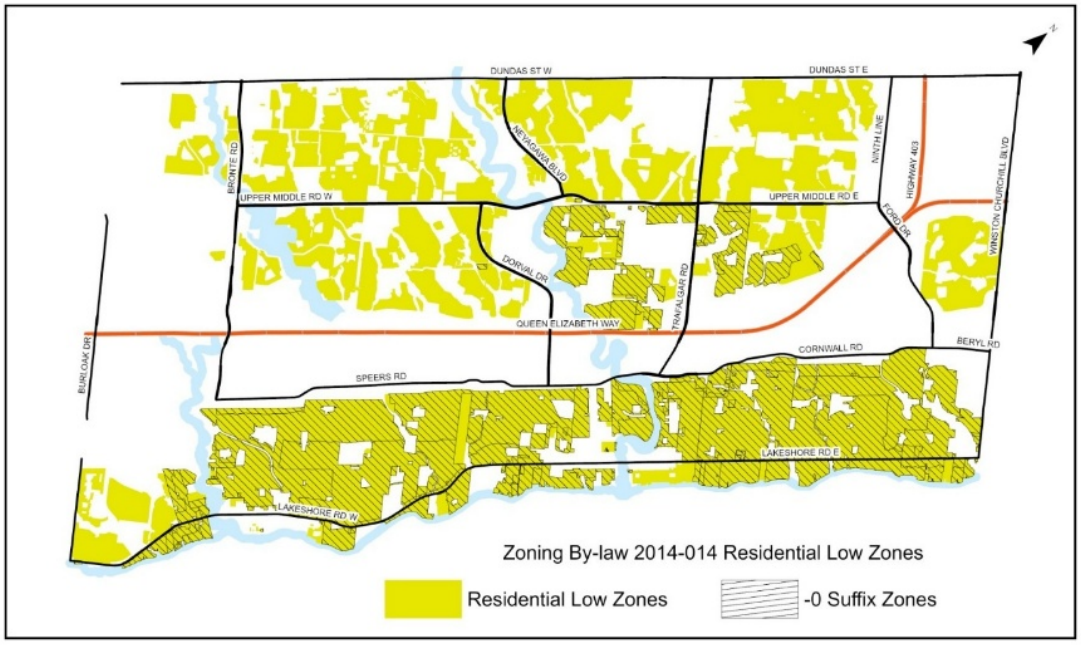


Figure 19: Map of Residential Low (RL) Zones and "-0" Suffix Zone coverage within that framework.

4.7 Semi-detached Dwellings and "-0" Zoning

The R0 and "-0" Suffix Zone standards have not historically applied to semi-detached dwellings. There are lots with semi-detached dwellings that are otherwise on a lot subject to the "-0" Suffix Zone that are not built to the setbacks established by the parent zone standards (e.g., have a front yard larger than the minimum front yard in the zone). With concerns over the potential rebuilding of semi-detached dwellings, in whole or in part, it is currently recommended that the "-0" standards also apply to this housing form where the "-0" Suffix already applies.

While Section 11.1.19 prohibits specific built forms such as semi-detached dwellings to preserve established character, the inZone project found that there was limited evidence that semi-detached dwellings have a negative impact on established neighbourhood character. Given these findings, there is little substantive reason to differentiate single-detached and semi-detached dwellings in zoning permissions. They offer similar built form, scale, and impact on neighbourhood character, particularly when semi-detached dwellings are designed with front entrances oriented toward the street. This amendment catches Zoning By-law 2014-014 up to that previous recommendation. The overall intent is that lots where a semi-detached dwelling is currently permitted shall be subject to the modified standards of the "-0" Suffix Zone.

4.8 Lot Coverage

Lot coverage is a zoning metric used to regulate the amount of development on a lot. Generally, lot coverage regulations are expressed as the maximum percentage of the lot area that may be occupied by buildings or structures. The significance of this is that where land is occupied by buildings and structures, there is little opportunity for stormwater to infiltrate into the ground. Conversely, buildings and

structures generate additional surface water flows from drainage pipes, directing rainwater and snow away from the roof and eaves.

There are a number of ways in which the maximum lot coverage standard may be applied. This includes:

1) As a simple ratio of the total lot area, with the permitted percentage varying by zone, which corresponds to differences in lot size (e.g., lower coverage permissions in zones with smaller lots and higher permissions in zones with larger lots);

2) Applying a coverage requirement for a prescribed portion of the lot or within a prescribed distance of the lot line (an approach commonly used for shoreline management in northern municipalities);

3) Varying lot coverage permissions based on geography (also an approach commonly used in northern municipalities where lot coverage permissions are applied based on a water quality or a lake classification metric); or,

4) Establishing a maximum permitted lot coverage contingent upon lot area.

Detached dwellings, semi-detached dwellings, and any associated additional residential dwelling units are the primary built form permitted in the low-density residential zones. Zoning By-law 2014-014 currently applies a "maximum lot coverage for the dwelling unit" of between 25% and 35% depending on the zone. The definition of lot coverage, as included in the Town's Zoning By-law, is as follows:

> *"…means the percentage of the lot area covered by all roofed structures and buildings above grade excluding eave projections to a maximum of 0.6 metres and balconies."*

Some confusion exists in interpreting the lot coverage standards. There is a row in the zone standards for "maximum lot coverage," which ties back to this definition and its inclusion of all buildings. Section 6.5.2 of the By-law permits an additional 5% of lot coverage (up to a maximum of 42.0 square metres) for accessory buildings and structures in addition to the permitted lot coverage for the dwelling unit. A clarification on which standard applies to what will help with overall by-law interpretation.

The need to retain permeable surface area on a lot as a means of mitigating stormwater and surface water runoff does not appear to be a driver of the lot coverage standards. From a stormwater management perspective, there are merits to varying maximum lot coverage requirements by geography. For example, in areas where there is a predominance of clay soils or a high-water table where permeability and infiltration are not efficient, a lower lot coverage standard may be advisable to maximize at source drainage. However, while such an approach would yield results, additional studies would be needed to inform and apply such a strategy.

In absence of a more comprehensive study and approach, it is recommended that:

- Lot coverage in the parent zone standards will be clarified to state that the standard will be applied to all buildings on the lot, with additional coverage provided in an updated Section 6.5.2 for accessory buildings. This will provide for a more accurate reflection of the amount of development permitted on the lot.

- The maximum lot coverage and accessory building provisions of the Zoning By-law will be rationalized and subsequently amended to ensure that the amount of development permitted, including the main building and any accessory structures, is appropriate for the size of the lot and maintains a balance between built form and open space.

The proposed changes to clarify and rationalize lot coverage regulations reflect a commitment to maintaining compatible built form while supporting stormwater management goals. As outlined in Section 6.9 of the Livable Oakville Plan, new development should be compatible with its surroundings (Section 6.9.2), reflect an appropriate massing and scale (Section 6.9.1), and contribute to a cohesive built environment through variations in design and architectural detail (Sections 6.9.5 and 6.9.7). At the same time, lot coverage is inherently tied to environmental performance. Section 10.10.1 of the Livable Oakville Plan highlights the importance of reducing impervious surfaces to support on-site stormwater management, infiltration, and groundwater recharge. Where excessive lot coverage reduces soft landscaping or impedes infiltration, the Town may face increased runoff volumes and pressure on downstream stormwater infrastructure. The recommended clarifications and rationalization of lot coverage standards outlined above support this objective by ensuring the total amount of roofed development permitted on a lot is clearly accounted for and remains balanced with available soft landscaped area.

4.9 Housekeeping Changes

In addition to the substantive recommendations outlined throughout this report, several minor refinements have been identified through the staff's internal review. These updates are considered housekeeping in nature, intended to clarify existing provisions, correct inconsistencies, or align the By-law with established interpretation and enforcement practices. The following refinements are recommended:

1. Clarify semi-detached dwelling use permissions in Section 4.5: It is recommended that Section 4.5 be updated to explicitly state that only one semi-detached dwelling is permitted per lot. This clarification will reinforce the intent of the zoning provisions and prevent misinterpretation that could lead to the overdevelopment of individual lots. Additional Residential Units are not subject to such a limitation.

2. Clarify circular driveway coverage in Section 5.5.8: Section 5.5.8, which governs circular driveways, should be clarified to confirm that the 50% maximum coverage applies to all hard surface areas associated with the driveway. This includes any portions between driveway legs or additional hardscaped areas, ensuring consistent interpretation and enforcement of the maximum permitted surface coverage.

3. A series of updates are recommended to the Special Provisions of Part 15 of the By-law to apply changes related to the above, as well as a limited number of technical items identified in years of monitoring. These are viewed as administrative amendments only.

4. Related to the streamlining of zones above, correcting the zoning on a number of properties to more accurately reflect the existing use or building and lot size and frontage (e.g., alignment of lots along a limited number of streets to maintain contiguous zoning along streets).

5. Special Provisions 10, 11 and 12 applying to the Town's three heritage conservation districts are also proposed to be updated with new standards relating to front yards, interior side yards, residential floor area ratio (RFAR), lot coverage, and height. This work comes out of the Town's other heritage reviews.

5. ZONING CONSIDERATIONS FOR STORMWATER MANAGEMENT

As part of a comprehensive review of the Town's low-density residential zoning framework, Town of Oakville staff have requested a review of potential mechanisms through which zoning may assist to regulate stormwater and surface water runoff within the Town's residential areas. It should be noted that the scope of this work is narrow, focusing only on the Town's low-density residential areas within the Livable Oakville Plan Area and on lands subject to Comprehensive Zoning By-law 2014-014.

Stormwater management by its very nature is a systems matter that needs to be addressed across watersheds and varying categories of land uses. From a systems perspective, stormwater management measures are equally as important in watershed headwaters as in creating capacity to receive the cumulative runoff in downstream locations. Further, the needs and effectiveness of stormwater management are influenced not only by land uses on the surface but are equally impacted by what is below the surface of the ground. Lands with clay soils and/or areas with high water tables will have a lesser capacity to absorb surface water.

In the bigger picture, the Town's overall objective related to stormwater management is to allow for infiltration, storage of water, and to redirect and manage the flow and quality of any runoff, to protect the functionality of the hydrologic system. There is no single solution to implement this objective. Any comprehensive approach to stormwater must consider the conditions and needs at various locations across a watershed and account for the base conditions both above and below the ground. Single lot mitigation of hardened surfaces contributes to this matter of Provincial policy. The placement of buildings, structures, and soft surfaces all contribute in various ways to achieving this Town goal. This is part of a broader approach to managing stormwater and is beyond the scope of this research.

The project team has reviewed a number of Ontario case studies to determine how other municipalities have leveraged zoning to address this issue. In particular, the Town has reviewed the applicable zoning mechanisms and Official Plan policies in Brampton, Burlington, Caledon, Hamilton, London, Markham, Mississauga, Richmond Hill, and Toronto. This report will not seek to duplicate that work but rather provides insight from some additional case studies from jurisdictions outside of Ontario, including case studies from the City of Salmon Arm (BC), Vancouver (BC), Melbourne (Australia), Raleigh (North Carolina), San Antonio (Texas), and Fairway (Kansas). These case studies have been summarized in Appendix A to this report.

5.1 THE STORMWATER MASTER PLAN

The Town of Oakville is advancing a multiphase plan to strengthen flood resilience and guide long-term investment in drainage infrastructure. Phase 1 (2015) compiled data, filled information gaps, and produced a high-level needs assessment. The work was undertaken as a Master Plan under the Municipal Class EA and set the stage for later, more detailed analysis. The study focus is the fully built area south of the QEW (Winston Churchill to Burloak, north to south ending at Lake Ontario), selected because of aging infrastructure and historically limited stormwater controls.

Phase 2 (2019) completed detailed modelling, established level-of-service criteria to prioritize projects, and formalized a Town-wide program to address flood risk and water quality. The SWMP's key outcomes include: a priority-based stormwater program for flood-risk mitigation, stormwater policy

recommendations, and a stormwater quality management plan intended to be integrated into the Town's capital program. It also outlines short-term works (e.g., installing inlet control devices and improving inlets/catch basins) and longer-term capital projects, with clear phasing to implementation. Phase 2 recommends updating design guidance to use climate-influenced rainfall and to apply a "stress-testing" approach for critical, long-lived assets.

Overall, the SWMMP provides the technical and policy foundation for lot-level infiltration, overland flow conveyance, and drainage capacity improvements that our zoning recommendations (e.g., side-yard space for swales and soft landscaping) seek to implement at the parcel scale.

Further details and analysis related to stormwater management on individual lots are provided in Section 5 of this report.

5.2 The Core Role of Zoning is Regulating the Use of Land

The purpose of zoning is to implement a municipality's Official Plan through clear, enforceable standards. Zoning is not a substitute for broader policy direction or good design, nor is it intended to function as a catch-call tool to regulate all relevant development issues. Historically, zoning did cover many such items, but the evolution of municipal legislation in Ontario, and the introduction of the 2001 *Municipal Act* in particular, has increased the size of the municipal tool box.

One intent for this project is to identify practical zoning mechanisms that can support stormwater management at the lot level by protecting permeable area and guiding built form, while recognizing the limits of zoning as a tool for regulating building size and placement. Many municipal Zoning By-laws contain standards that do contribute to the management and reduction of stormwater flow, although not necessarily created or linked to a larger coordinated stormwater management or flood reduction strategy. This includes zoning regulations requiring buffers and landscaped areas, maximum lot coverage requirements, and restrictions on the size and location of encroachments such as decks, balconies, porches and patios. Although not explicitly stated, these regulations have the effect of collectively providing infiltration opportunities and restricting the amount of development on a lot. The evolution of this concept requires that each lot at the parcel level must retain a minimum permeable area, as a legitimate use of land, to allow for this infiltration of surface water.

Incorporating permeability requirements into the zoning framework enables municipalities to achieve four key objectives, as noted below.

1) Proactive Development Requirements – Permeability standards are applied proactively as opposed to in response to a Plan of Subdivision or other development application. This incorporates infiltration mechanisms in a more consistent way across the municipality as part of a larger strategy.

2) Cumulative Impacts – Minimum permeability standards applied at the individual parcel fabric help to mitigate excessive hardscaping, through both paving and additional building coverage, in subdivisions where the stormwater management system was not designed to accommodate such high levels of runoff. The changed context of both construction and planning policy warrant a change in regulatory approach.

3) Responding to Local Conditions – Integration within the zoning framework affords the municipality some flexibility in how the permeability standards could be applied across the municipality. There are several ways in which this may be structured within the Zoning By-law to respond to local, neighbourhood, or specific geographic considerations. For example, a minimum permeability standard may be applied as a percentage of lot area across all low-density residential zones. The standard may be tiered according to zone or lot size, or a Permeability Overlay Zone may be used to vary standards across geographic locations according to location in the watershed, subsurface ecological characteristics (e.g., soils with reduced permeability), or local-built environment conditions.

4) Coordinating Zoning Mechanisms – Performance standards for permeability may be coordinated with other zone standards such as landscape buffers, minimum required yards, and surface coverage standards to provide for an integrated approach to managing surface water runoff at the individual lot level.

The case studies in Appendix A have all incorporated permeability standards within the applicable zoning framework. As noted earlier, they have been drawn from jurisdictions outside of Ontario, including two from British Columbia, three from the United States, and one from Australia. The Australian case study is unique in that permeability standards for land use are prescribed at the State level (Victoria) and further incorporated within the municipal (Melbourne) zoning framework.

The case studies provide examples of a number of the core elements that must be addressed should the Town seek to incorporate permeability standards within its zoning framework, particularly as it relates to low-density residential uses. The core elements of permeability zoning requirements include:

- A definition of permeability/permeable surface;
- Minimum permeability standards at the lot level;
- Standards that account for specific land uses or built forms (e.g., specific permeability requirements for lots with swimming pools or underground parking garages);
- Permeability calculations (how to calculate); and,
- Applicability/approach to integrating permeability standards within the Zoning By-law (apply based on zone category, lot size, or as an overlay zone).

The Stormwater Master Plan provides a target for on-site quantity control of 25 mm of precipitation on-site. As an ongoing concern, zoning cannot provide regulation in this regard. Zoning based on-site or building performance is built into the *Planning Act* in Section 34(16.1). This was added to the *Planning Act* in 2006, with a promise that rules or guidance as to what “zoning with conditions” would be permitted were to be set through regulation. However, that regulation was never released. The tool is unavailable for use by municipalities and limits the use of zoning as a continuous performance implementation tool.

5.3 LANDSCAPING REQUIREMENTS

In terms of a *Planning Act* remedy, what is available to municipalities is regulation as to placing buildings on a lot. Logic dictates that space on a lot is reserved for landscaping or a surface treatment that permits infiltration; that limits the space on a lot where buildings can be placed. Lot coverage and yards deliver the same effect.

Currently, Zoning By-law 2014-014 does not apply minimum soft landscaping coverage requirements to the Town's low-density residential zones. The retention of permeable soft landscaped areas can be an important measure for flood mitigation and stormwater management by providing for at-source infiltration of surface water runoff. There is a strong precedence in other Ontario municipalities (Mississauga, Brampton, Ottawa, and Toronto, amongst others) for the application of minimum soft landscaping requirements within low-density residential zones for a variety of purposes.

Leveraging the Town's minimum landscaping coverage requirements to apply to the low-density residential zones is a fast and efficient means of providing better stormwater management in the low-density residential areas. While this section focuses on low-density residential zones within the Livable Oakville Plan Area, the Town may wish to consider applying similar minimum soft landscaping requirements more broadly through a comprehensive update to Zoning By-law 2014-014. However, to best address the issue within the low-density residential context, it is recommended that the existing minimum landscaping requirements be adapted, as provided below.

1) Definition for "Residential Soft Landscaping" – Although the By-law currently includes a definition for landscaping, it is recommended that additional clarity be provided by adding a new definition for "Residential Soft Landscaping" that clearly distinguishes between the permeable (soft) and non-permeable (hard) landscaping elements and that would be applied to minimum landscaping requirements within the Residential Low Zones. The definition of Residential Soft Landscaping is as follows:

   "Residential Soft Landscaping – means that portion of the surface area of a residential lot consisting of organic materials and vegetative in-ground plantings such as grass, flowers, shrubs, trees and other vegetation including any accessory ground cover such as mulch or similar pervious materials located in and around plantings, and other edging materials but shall not include hard surfaced areas such as driveways, aisles, parking areas, interlocking stone, pavers or hard-surfaced walkways."

2) Incorporate Minimum Landscaping Coverage Requirements for the Low-Density Residential Zones – This may be achieved in either of two ways: 1) A minimum landscaping coverage requirement may be applied through an overlay zone that is layered on top of the standard zone requirements. This provides an element of flexibility that allows these standards to be applied to low-density zones in different areas of the Town; or, 2) Amend Section 4.11 [Landscaping] of the By-law to include a minimum landscaping coverage requirement for low-density residential areas. In this regard, the minimum landscaping zoning provisions detailed below present a variety of options that collectively may provide for a more comprehensive approach to retaining permeable surfaces by way of minimum landscaping requirements in the low-density residential areas, see **Figure 20**.

- Requirement for landscaping parallel to all lot lines to a prescribed minimum width as follows:
    - Front Yard, Rear Yard, and Exterior Side Yard – 1.2 metres; and,
    - Interior Side Yard – 0.6 metres which corresponds to the smallest of the required interior side yards in the low-density residential zones. These landscaping requirements would be wide enough to accommodate swales in the front, exterior side, and rear yards.

- Requirement for a minimum landscaped area as a percentage of the front and exterior side yards. This may be varied on a sliding scale according to lot area or zone. This is an approach taken in the cities of Mississauga, Brampton, Toronto, and Ottawa. Ottawa, in particular, has zoning provisions for "minimum required aggregated soft landscaping" in the front and exterior side yards that is varied in accordance with the length of the corresponding lot line. Based on modelling, coverages of 45% in the front and exterior side yards, coupled with an overall requirement of 35% for the lot, will respecting existing permissions for impervious coverage from buildings and paved surfaces (based on general provisions and driveway standards) with this new requirement. Comparable standards are as low as 20% in select contexts (limited mixed use areas in Markham) or between 30% and 40% where such standards apply (Markham new residential, Whitby). This would be slightly reduced for semi-detached dwellings in a smaller lot context.

- Similarly, a minimum landscaped coverage requirement may be applied to the rear yard. This has been done in other municipalities (Toronto), although By-law Enforcement staff have indicated that there would be challenges in enforcing this standard. It is not included in the draft Zoning By-law Amendment.

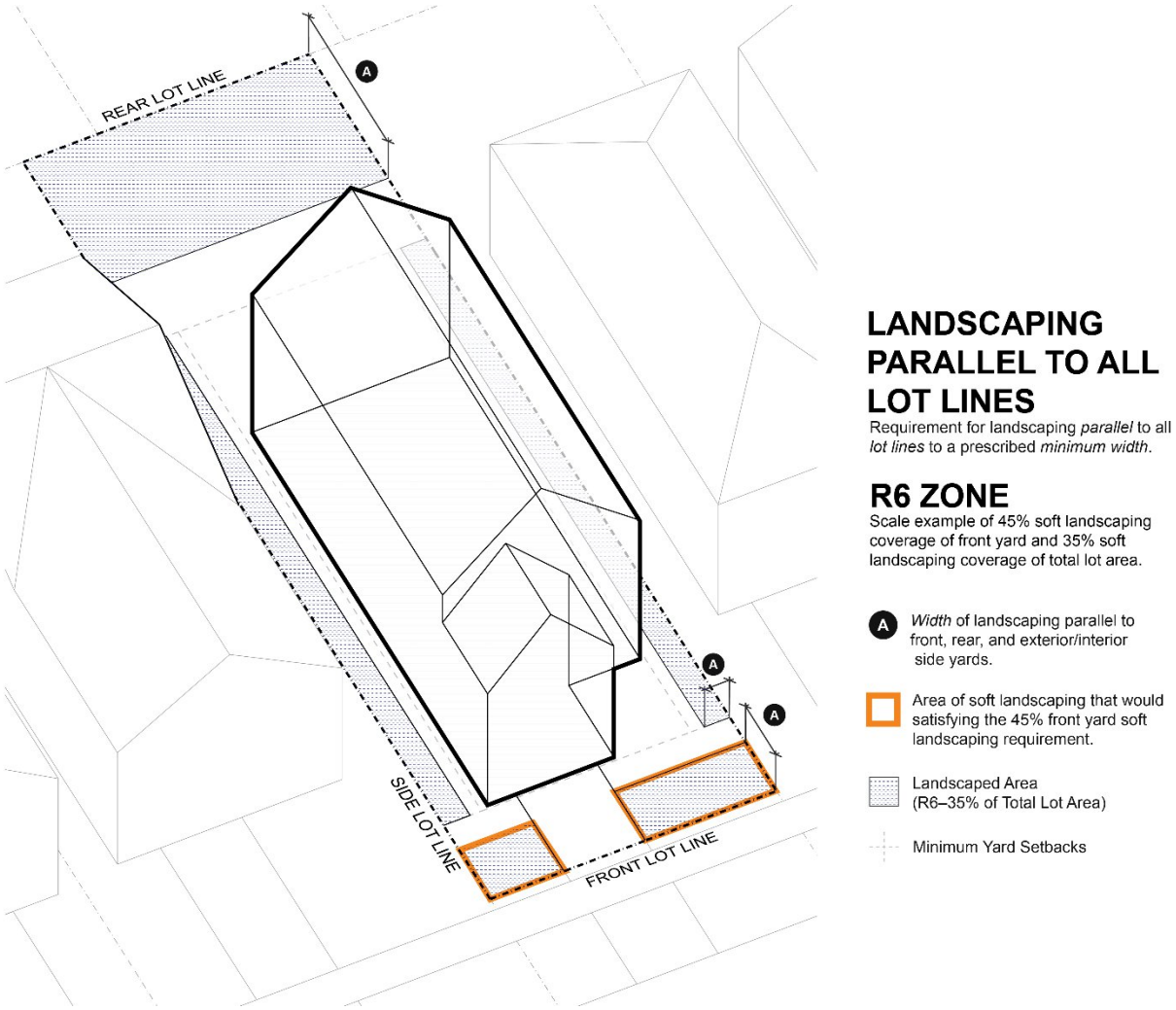


Figure 20: Potential residential soft landscaping scenario on a conceptual residential lot.

Together, this updated framework will provide the spaces for landscaping to permit the deployment of swales and infiltration.

5.4 Municipal Act Tools

Other tools beyond zoning may exist to regulate the issue. Section 96 of the *Municipal Act*, for example, enables a municipality to pass a By-law, "for the purpose of preventing damage to property in the municipality as a result of flooding…in relation to flood control in the municipality, in another municipality or in unorganized territory." Such By-laws have been passed elsewhere in Ontario:

- Niagara-on-the-Lake's By-law to eliminate inflow and infiltration of storm water uses Section 96 to require that all illegal connections to the sanitary sewer of the Town must be removed at the owner's own expense. Financial assistance may be provided when determined by the Town for removal of sump pump connections and repair of leaking private sewers where available;

- The Town of Fort Erie's Lot Grading and Drainage Policy Adoption By-law uses Section 96 to require driveways to be approved as part of lot grading. This allows the municipality to set grading requirements for driveways, including downspout direction and drainage requirements;
- The City of Welland's By-law to Regulate Management of a System of Sewer Works and Drainage Works outlines fines and requirements for service connections as well as maintaining, repairing, and disconnecting connections to drainage and sewage; and
- The City of Port Colborne's Sewer and Drainage Works By-law defines principles, responsibilities, designs, and regulations for sewage and drainage works. It also sets standards for drainage ditches and their maintenance.

While the above examples focus on grading and downspout disconnections, other municipalities have made use of *Municipal Act* powers. Section 142 of the *Municipal Act* provides for site alteration (prohibiting or regulating the placing or dumping of fill, removal of topsoil, the alteration of the grade of land, requiring permits for such, and placing conditions on such a permit).

The City of Burlington has passed a Grading and Drainage Clearance Certificate By-law 52-2018 under Section 142 of the *Municipal Act*. It requires landowners to obtain a Grading and Drainage Clearance Certificate, which confirms that proposed grading and drainage works are designed to function appropriately within the existing drainage system and will not negatively impact adjacent properties or municipal infrastructure. It is a stand-alone by-law.

The requirement for a certificate applies, quoting Section 2.03 of the By-law, "to Site Engineering on all Low Density Residential Lands" (defined as all lots intended for any single detached dwelling, duplex dwelling or semi-detached dwelling used solely for residential use).

Section 5.01 of the By-law makes application clear: "no lands shall have any Site Engineering undertaken unless a Grading and Drainage Clearance Certificate has been issued by the Director." Section 5.02 allows for the application to happen prior to or concurrently with a building permit application. This is not required where there is an approved site alteration permit, site plan draft plan of subdivision or subdivision grading plan, or consent (or agreements within).

The scope of review of the permit includes:

- Lot grading and drainage plans
- Stormwater flow direction and discharge
- Erosion and sediment control measures
- Conformity with approved subdivision grading plans or previously approved site grading (where applicable)

This review is undertaken by Engineering staff and focuses on site-level impacts related to drainage, runoff, and grade changes. Permit applications require, among other items, the location and discharge direction of downspouts and sump pumps, the location of physical services and utility corridors, and appropriate securities to be provided to support the works.

As part of the required drainage plan, it is to show how the overall system accommodates a 5-year storm event and is certified by a Professional Engineer.

The City of Markham provides for a similar process in its Residential Infill Grading and Servicing (RGS) process. The Site Alteration By-law 2011-232, passed under the same Section 142 authority under the *Municipal Act*, provides for a similar requirement for new detached residential infill construction, residential additions of 50.0 square metres (538 square feet) and service connections work. There are a number of criteria for exemption that result in less applicability than in the Burlington case, but it does remain broadly applicable to such residential construction. Markham also does not allow applications for these permits while a minor variance application is underway.

The Town of Whitby's Infill Development By-law 8067-24, passed under the same Section 142 authority under the *Municipal Act*, follows closely to the Burlington process, also providing for six months for all information to be received in order to process the application.

Requirements include a stormwater management brief if swales of 0.15 metres in depth along side and rear lot lines outside of a 0.60 metre undisturbed strip of land along property lines. There are also requirements placed on retaining walls, curbs, and decorative perimeters to terminate within the subject property, with additional locational and tapering criteria.

As a *Municipal Act* By-law, the revocation of a permit for non-compliance can be immediate. While not "applicable law" in the traditional Building Code sense, these types of permitting powers can provide the required oversight and approval of grading works and without the risks, delays or costs associated with *Planning Act* appeals to the Ontario Land Tribunal. Such a system could be structured to address a range of on-site quantity control matters, or in conjunction with the Town's ongoing stormwater management levy work to develop an engineering-oriented system for limiting impervious surface coverage that directs water off a property. It can also be subject to an application fee per Section 391 of the *Municipal Act*, if cost recovery is desired.

Note that Section 1.5(a) of Zoning By-law 2014 states that any person shall comply with all other By-laws of the Town, providing for integration with any *Municipal Act* by-law.

5.5 Moving Forward

Integrating permeability standards within the Zoning By-law is a forward-thinking approach to more directly addressing stormwater and surface runoff across the Town, but in this case, focusing specifically on the low-density residential zones. This is not something that has been widely done in Ontario to date. To move forward with this approach, there are a number of supporting pieces that must first occur:

- Establishing Data to Support Planning Policy – It is recommended that the Town undertake a more detailed study on how to integrate stormwater and flood mitigation measures within the Town's planning instruments. There would be both a technical and a planning aspect to this study. There are further goals within the Stormwater Management Plan related to groundwater conditions that, if better mapped and identified, may be appropriate for either a zoning (*Planning Act*) or *Municipal Act* solution that would be leading-edge treatment in an Ontario municipality.

The technical component of the study would focus on the ecological characteristics that underpin the Town. Much of this work is already documented through other studies undertaken by the Town or Conservation Halton. This includes documenting soil type and permeability, depth and location of the water table, as well as current stormwater flow volumes. This work could generally make use of existing data sources and is not unlike the approach taken in many watershed/subwatershed studies.

The planning component of the study would focus on mechanisms that may be used to manage surface runoff and integrate permeability standards within instruments available to the Town under the *Planning Act* and *Municipal Act.* The key driver would be to establish a mutually reinforcing framework for flood mitigation. This body of work may be supported through the Town's Rainwater Management Plan.

- In the absence of a study providing the technical support for any proposed policy changes and more comprehensive Official Plan policies for permeability standards, the best immediate path forward to address stormwater management within the current zoning regime is to strengthen the Town's existing zoning provisions. The Town's zoning framework does provide opportunities to strengthen existing stormwater management approaches. Zoning mechanisms may be leveraged to increase infiltration areas at a parcel-fabric level. Zoning mechanisms which may be used to achieve this include applying minimum landscaping/buffer requirements to the low-density residential zones, a sliding scale of maximum lot coverage standards based on lot area, and zoning provisions that regulate development on the lot, such as the location and size of accessory structures, encroachments such as decks, patios, balconies, and porches, amongst others. Recommendations as to how these may be addressed have been incorporated into this Background Report.

- The Town may wish to consider two potential paths forward. One is the use of a Community Planning Permit System and By-law which affords greater flexibility to address both zoning and site plan matters such as drainage, site alteration, and vegetative plantings in a much more detailed and comprehensive manner.

- The *Municipal Act* provides municipalities with a number of tools that can address matters of site design through processes that provide for more direct action and enforcement. A second option is the development of some form of private stormwater management or grading by-law passed under Sections 96 and 124 of the *Municipal Act*. This can occur in conjunction with ongoing stormwater management levy work, and is designed in a manner to require compliance with such a by-law before or as part of a building permit application and alongside a zoning compliance check.

6. NEXT STEPS/RECOMMENDATIONS

Based on the analysis of the issues and feedback from both staff and the public, the following recommendations are proposed to guide the next steps in updating Oakville's Zoning By-laws for low-density residential areas.

6.1 STREAMLINING ZONES

To address confusion caused by the layering of site-specific provisions and a proliferation of overlapping residential zones, it is recommended to:

1. Consolidate RL1 into R1 to simplify low-density residential zoning where large lot standards are appropriate.
2. Consolidate RL2 into R2 to align similar development standards under a single zone.
3. Merge RL3, RL4, and RL5 into R3, given the strong similarities in lot sizes, setbacks, and massing controls across these zones.
4. Maintain RL6 as a distinct zone, but rename it R4, to reflect its continued applicability with consistent standards.
5. Rename RL7 as R5, maintaining the zone's existing provisions under a new label.
6. Merge RL8 and RL9 into R6, as both zones apply to similar lot and built form characteristics.
7. Eliminate RL10 by absorbing it into other zones, since none of the properties currently zoned RL10 meet the criteria for duplex dwellings.
8. Merge RL11 into R6 but include a special provision that explicitly allows for linked dwellings, maintaining that unique development permission.

6.2 YARDS

To address issues related to inadequate side yard space and drainage performance, it is recommended to:

9. Increase the minimum interior side yard setback for accessory buildings containing ARUs from 0.6 metres to 1.2 metres.
10. Increase the minimum rear yard setback for accessory buildings containing ARUs from 0.6 metres to 1.2 metres.
11. Remove the current reduction in side yard setback for lots with attached garages and apply the standard setback requirements regardless of garage configuration.
12. Introduce a new minimum interior side yard setback of 3.0 metres for lots with detached garages to ensure adequate space for access, separation, and drainage.

13. Apply a revised side yard setback framework that ties the minimum setback to lot frontage, ensuring more proportional spacing across a range of lot sizes.

14. Require that at least 50% of the minimum side yard width is composed of soft landscaping.

6.3 Driveways

To address issues related to inadequate driveway setbacks and their negative impacts on stormwater drainage and runoff management, it is recommended to:

15. Introduce a minimum setback of 1.2 metres from all lot lines for driveways, to be maintained as landscaped open space, improving infiltration and buffering adjacent properties.

16. Exempt attached housing forms (e.g., semi-detached dwellings) from the above where mutual driveways are present and buildings are located at the lot line.

17. Clarify the method for measuring driveway width by defining it as the perpendicular distance across the continuous hard surface, measured perpendicular to the centreline of the path of vehicular travel.

6.4 Encroachments and Projections

To address challenges related to the limited flexibility for window wells, balconies, and decks while still maintaining drainage, safety, and privacy standards, it is recommended to:

18. Remove the maximum width restriction for window wells and introduce a new encroachment rule requiring a minimum setback of 1.2 metres or less from the lot line in side yards to ensure space for drainage and emergency access. On lots where the minimum side yard is 1.2 metres, this would mean window wells and other encroachments are not permitted to project into the side yard, unless additional space is provided beyond the minimum yard. In all circumstances, a minimum interior side yard of 1.2 metres shall be protected and recognized with an appropriate footnote.

19. Clarify that balconies above the first storey in the “-0” Suffix Zone are "not permitted" rather than "prohibited," allowing for the consideration of variances in appropriate contexts.

6.5 Identifiers in Tables

To improve usability and address difficulties interpreting tables within the Zoning By-law, it is recommended to:

20. Add row identifiers to tables such as Table 4.3 to support clearer referencing during Committee of Adjustment and zoning reviews.

21. Separate encroachments and projections into two distinct tables to better reflect their differing regulatory treatment and reduce confusion.

6.6 MASSING

To address issues related to height measurement clarity, inflexible storey limits, and the massing of new dwellings, it is recommended to:

22. Introduce differential height limits based on roof slope, permitting sloped roofs with pitches over 20 degrees to reach a maximum of 10.0 metres in the “-0” Overlay. Outside of the “-0” Overlay, height may continue to be permitted up to 12.0 metres, depending on location. Semi-flat roofs (pitches below 20 degrees for between 35% and 65% of the roof area) are to be capped at 9.0 metres in all zones, and true flat roofs (pitches below 20 degrees for 65% or more of the roof area) are to be capped at 8.0 metres in all zones. Corresponding definitions are required to implement this framework.

23. Maintain Oakville’s existing method of measuring height from the established grade.

24. Amend the Zoning By-law to include attached garages and open-to-below spaces in Residential Floor Area Ratio (RFAR) calculations.

25. Increase permitted RFAR values to account for the average floor area contribution of garages, maintaining consistency with existing buildable space.

26. Update the definition of “Floor Area, Residential” to include private garages for consistency across zones.

27. Replace “prohibited” with “not permitted” in provisions addressing floor area above the second storey to soften language and improve interpretability without changing the standard.

28. Revise garage regulations to limit the width of garages to within the first 3.0 metres of depth from the main front wall, reducing the visual dominance of garages while still supporting functionality.

29. Remove the main wall proportionality requirement from Section 6.4.4 to reduce redundancy, as existing built form regulations already manage façade placement, height, and massing.

6.7 SEMI-DETACHED DWELLINGS AND “-0” ZONING

To address the lack of flexibility in the Residential Low-Density Overlay ("-0") and support the integration of semi-detached dwellings where appropriate, it is recommended to:

30. Remove the prohibition on semi-detached dwellings within the Residential Low-Density Overlay (“-0”) to reflect current policy direction, provide greater housing choice, and align zoning regulations with the built form and character of existing neighbourhoods.

6.8 Lot Coverage

There is a slight disconnect between the definition of "lot coverage" and how it is applied in the low-density residential zones. Presently, lot coverage as written within the zone standards and in the definitions, suggests a misalignment around the true reflection of the amount of development on the lot. To remedy this, it is recommended:

31. Lot coverage in the parent zone standards will be clarified to state that the standard will be applied to all buildings on the lot, with additional coverage provided for accessory buildings and structures.

32. The maximum lot coverage and accessory building provisions of the Zoning By-law should be rationalized and amended to ensure that the total amount of development permitted, including the main dwelling and any accessory buildings or structures, is appropriate for the size of the lot and maintains a balance between built form and open space.

6.9 Housekeeping Changes

In addition to the primary recommendations outlined in this report, a series of minor housekeeping updates are proposed to improve clarity and alignment within the Zoning By-law. The following refinements are recommended:

33. Clarify Semi-Detached Permissions in Section 4.5

34. Clarify Circular Driveway Coverage in Section 5.5.8

35. Some site-specific special provisions and property-specific rezonings are required to recognize legal existing situations, clarify applicability or non-applicability of the new standards for lots with recent zoning approvals, and to otherwise align current lot sizes to zone standards.

6.10 Permeability and Landscaping

To address the lack of minimum landscaping coverage standards in low-density residential zones and improve stormwater management through increased permeable surfaces, it is recommended to:

36. Introduce a definition for "Residential Soft Landscaping" to distinguish between permeable and non-permeable landscaping materials.

37. Apply minimum soft landscaping coverage requirements to low-density residential zones.

38. Require landscaped strips of at least 1.2 metres along front, rear, and exterior side yards, and 0.9 metres along interior side yards to support swale function.

39. Establish minimum soft landscaping percentages for front and exterior side yards, potentially scaled by lot size or zone.

6.11 Applicability, Exemptions, and Transition

It is important to note that the recommended zoning changes will not apply universally across all lands in Oakville. Specifically, lands that have received prior approvals from the Ontario Land Tribunal (OLT) but remain unbuilt are exempt from the application of new regulations. These lands will continue to be governed by the permissions established through those approvals.

6.12 Future Work Arising out of the South Oakville Residential Zoning Review

Many of the items raised through research and engagement cannot be addressed by the Town through final decisions on this study. These topics require further analysis, policy development, or community dialogue beyond the scope of the current project. The following matters have been identified for future consideration:

1. Preservation of Bungalow Housing

Concerns were raised throughout the study regarding the diminishing stock of single-storey dwellings in South Oakville, particularly as older homes are being replaced with larger, multi-storey dwellings. Bungalows play an important role in supporting housing accessibility, particularly for seniors and others with mobility challenges who benefit from single-level living. Their continued loss undermines “age-in-place” planning objectives and contributes to the erosion of built form diversity within established neighbourhoods. While this study reviewed built form and massing generally, it did not recommend targeted height restrictions to preserve single-storey housing. It is recommended that the Town explore this issue through a future planning study.

2. Residential Floor Area Ratio versus Lot Coverage

The current Residential Floor Area Ratio framework is proposed to be updated in this study. The question of the continued use of both Residential Floor Area Ratio and lot coverage for main buildings has not been fully investigated but may be an area where streamlining regulation would simplify regulation. This idea would need to be supported by modelling and engagement work that is beyond the scope of this study. It may be prudent to include this as an area of focus in the Town’s next Zoning By-law review. Such work could result in the elimination of remaining -0 zoning regulations entirely (absorbing all such regulations into the main zones across the entire Town).

3. Additional Zone Standards or Municipal Act By-laws to Manage Development and Groundwater Levels

As redevelopment activity continues in South Oakville, concerns have emerged around the impact of intensified low-density development on groundwater levels and drainage. Large homes with expansive foundations and hardscaping can alter natural water movement, potentially resulting in water accumulation, sump pump dependency, or localized flooding on adjacent lots.

While the current study addresses permeability and landscaping requirements, further work is needed to examine whether additional zoning standards or other By-law tools are warranted to mitigate groundwater impacts in infill contexts. Further enriched zoning standards would be supported by additional data identifying locations where infiltration rates or groundwater levels result in greater development or management challenges for the Town.

The Town should also consider a broader range of tools and processes outside of the *Planning Act* where greater controls and direct enforcement mechanisms are provided. *Municipal Act* by-laws for drainage (Section 96), site alteration and filling (Section 142) can establish a permitting or certificate process to

run parallel to the issuance of a building permit and apply to grade altering works such as excavations, surface treatment, and placement of buildings and structures.

4. Further Zoning Framework Simplification

Consideration may be given to further streamlining the Residential Low zoning framework, including further reduction of zone categories and, related to the second point above, evaluating the continued need for the “-0” Suffix Zone. While the current study updates and refines its standards, a broader review could examine whether consolidation of zones and elimination of suffix zoning would improve clarity, usability, and administration of the By-law.

Appendix A
Zoning Considerations for Stormwater Management: Case Studies

Zoning and Stormwater Management Case Study Summaries

Salmon Arm, British Columbia

Salmon Arm, British Columbia, has implemented zoning regulations that require minimum permeable surface coverage within specific residential zones. These regulations aim to mitigate the impacts of stormwater runoff by ensuring that a portion of each lot remains porous, allowing water to infiltrate the subsurface and reducing the likelihood of pooling and overburdening municipal drainage systems.

The definition of a permeable surface within Salmon Arm's zoning framework includes any material that enables stormwater to be absorbed into the soil rather than generating runoff. This definition is fundamental to determining compliance with lot coverage regulations. The city provides clear distinctions between permeable and non-permeable surfaces. Non-permeable surfaces include traditional hard surfaces such as asphalt, concrete, and grouted pavers, as well as artificial turf and vinyl, fiberglass, or tongue-and-groove decking. Exceptions to this classification include swimming pools and ornamental ponds, which, despite their surface coverage, are considered permeable as they retain water rather than contribute to runoff.

Salmon Arm's Zoning By-law stipulates minimum permeability requirements for residential properties, with required percentages varying between 40% and 60% depending on the zone. This approach ensures that larger residential lots, which typically have more surface area available, contribute proportionally to on-site stormwater management. For instance, estate residential lots in the R-19 zone must maintain a minimum of 60% permeable surface coverage, while standard residential lots in zones such as R-10 and R-17 require between 40% and 50% permeable coverage.

Beyond zoning provisions, Salmon Arm's Official Community Plan (OCP) reinforces the importance of permeability through Development Permit Area guidelines. These policies emphasize the role of permeability in site design, encouraging the use of bioswales, permeable paving, and landscaping to facilitate water infiltration. Specific standards apply to multifamily residential developments, where enhanced permeability is required alongside tree cover and other green infrastructure measures. Parking areas, circulation routes, and landscaped open spaces must integrate permeable surfaces wherever possible, minimizing the extent of impervious materials.

To ensure compliance with permeability standards, development applications in Salmon Arm must include scaled site plans that clearly delineate surface types and calculate permeability percentages. Additionally, grading and drainage plans must illustrate existing and proposed grades, stormwater infiltration strategies, and surface materials, ensuring that developments align with the city's stormwater management objectives.

Overall, Salmon Arm's zoning and planning policies offer a structured approach to integrating permeability into residential land use. By incorporating minimum permeability requirements, clear definitions of impervious and pervious surfaces, and complementary OCP policies, Salmon Arm effectively promotes stormwater retention and sustainable land development practices.

VANCOUVER, BRITISH COLUMBIA

Vancouver has implemented impervious surface coverage limits through its Zoning & Development By-law to regulate stormwater runoff and maintain ecological resilience in residential neighborhoods. The By-law primarily applies to residential zones, restricting the maximum impermeable material coverage to 70% or 75% of the total site area, depending on the zone. This calculation includes all built structures on the lot. The Director of Planning has the discretion to vary these requirements in specific circumstances, particularly where underground parking contributes to the total impermeable area or where a demonstrated need for additional paved surfaces can be justified to the satisfaction of the Director of Planning.

To apply for an exemption, property owners must submit detailed site plans showing the calculations for impervious surface coverage, overlay graphics comparing existing and proposed impermeable areas, landscaping plans specifying plant species and placement, and engineering documentation for any stormwater retention systems. These requirements ensure that any relief from the zoning regulations does not compromise Vancouver's overall stormwater management objectives.

The zoning approach to permeability in Vancouver establishes a baseline limit (e.g., 70–75% site coverage) while granting flexibility for developments where there is a demonstrated need for additional paved surfaces (i.e., underground parking garage). Additionally, introducing a requirement for stormwater storage agreements for developments exceeding a certain impermeability threshold would help mitigate runoff impacts.

MELBOURNE/VICTORIA, AUSTRALIA

The State of Victoria in Australia has established permeability and stormwater management regulations at the State level through the Victoria Planning Provisions (VPP). These provisions serve as a framework for land use and development across all municipalities in Victoria. The VPP not only sets standards for permeability, but also regulates other key provisions, such as setbacks and lot coverage. The VPP sets a minimum requirement of 20% permeability for all properties, unless a municipal zone schedule specifies a higher standard. In cases where small lot sizes present practical challenges in achieving the minimum permeability, property owners may enter agreements to contribute to off-site stormwater management solutions as an alternative compliance mechanism.

The City of Melbourne, located within the state of Victoria, applies these State-level provisions while incorporating additional requirements into its local planning policies. In assessing development applications, the municipality must consider factors such as existing site coverage, physical constraints imposed by current development, and the feasibility of increasing stormwater absorption within a given site. This approach acknowledges that dense urban environments may require more flexible implementation strategies while maintaining overall sustainability goals.

Furthermore, Melbourne's development standards for dwellings and buildings reinforce the VPP's requirements through Clause 52.20-6.3, which mandates that at least 20% of the site must remain pervious. Additionally, Clause 52.20-7.5 outlines integrated water and stormwater management requirements, emphasizing connections to non-potable dual-pipe reticulated water supply systems where available. Melbourne's regulations also provide that stormwater infiltration be maximized through tree

pits, permeable pavements, and treatment areas, reinforcing the importance of on-site water retention in high-density environments.

Raleigh, North Carolina

Raleigh, North Carolina, has implemented a regulatory framework that focuses on limiting impervious surface coverage as a primary strategy for stormwater management. Unlike other jurisdictions that explicitly require the use of permeable paving, Raleigh's Unified Development Ordinance (UDO) establishes clear impervious surface limits based on zoning classifications and lot sizes.

The maximum impervious surface allowances are set at 20% for R-1 zones, 25% for R-2 zones, 38% for R-4 zones, 51% for R-6 zones, and 65% for R-10 and other higher-density residential zones. These limits help to prevent excessive runoff and reduce the burden on stormwater infrastructure. For properties developed before November 27, 2016, owners may qualify for an additional 400 square feet (37.2 m2) of impervious coverage without requiring additional stormwater mitigation measures.

For larger properties exceeding one-acre, additional restrictions apply depending on whether the lot was developed before May 1, 2023. In cases where the property was already developed, a maximum of 5% of the existing permeable area, such as lawns or landscaped space, can be converted into impervious coverage. For undeveloped lots, impervious coverage is capped at 5% of the total lot area unless additional stormwater mitigation techniques are implemented. If a property owner seeks to exceed these impervious limits, they must conduct a residential flood study or install a stormwater control measure designed by a professional engineer. These measures ensure that any increase in impervious surface does not negatively impact drainage systems or contribute to localized flooding.

Raleigh's UDO provides a detailed classification of impervious and permeable surfaces, which helps establish clear development expectations. Fully impervious surfaces include asphalt, concrete, wood decks that prevent infiltration, and artificial turf, all of which are considered 100% impervious. Some materials are classified as partially impervious, such as slatted wood decks, which are 50% impervious, or slatted wood decks installed over gravel, which are considered 30% impervious. Fully permeable surfaces, which allow for complete infiltration of stormwater, include natural footpaths, swimming pools (as their water surface prevents runoff), and drainfields that are designed to promote infiltration. This classification system ensures that property owners and developers understand how different surface materials contribute to stormwater management and can adjust their site plans accordingly.

To further incentivize stormwater management, Raleigh has implemented a stormwater fee structure that ties property charges to the amount of impervious surface on a given lot. The more impervious coverage a property has, the higher the associated stormwater fees, encouraging property owners to reduce hardscaping and integrate permeable materials into their developments. This approach promotes cost-effective stormwater management while also discouraging unnecessary expansion of impervious areas.

In cases where a property exceeds the permitted impervious surface coverage, mitigation strategies must be employed to manage stormwater runoff. These mitigation options include stormwater volume control measures such as bioretention areas, infiltration trenches, and rain gardens, all of which help capture and filter runoff before it enters the municipal drainage system. Properties in designated watershed protection areas with impervious coverage exceeding 24% must incorporate additional

stormwater retention, detention, or capture mechanisms. These measures may involve harvesting runoff for reuse, detaining stormwater for at least twelve hours before discharge, or using an engineered treatment device to manage stormwater flow. Additionally, maintenance agreements are required for large-scale developments utilizing stormwater retention systems to ensure long-term functionality and compliance.

San Antonio, Texas

San Antonio has implemented a voluntary program that incentivizes landowners to integrate sustainable stormwater management strategies through its Low Impact Development and Natural Channel Design Protocol (NCDP). These regulations aim to preserve natural resources, mitigate flood risks, and support environmentally friendly site planning. The city's Unified Development Code outlines various incentives, impervious surface regulations, and stormwater management requirements, providing a comprehensive framework for balancing urban growth with environmental sustainability.

One of the most significant incentives San Antonio offers is the ability for landowners to offset stormwater impacts through impervious surface credits. These credits allow projects to incorporate permeable pavement, preserve tree canopy, and implement stormwater buffers as alternatives to traditional stormwater infrastructure. Landowners who manage at least 60% of their site's stormwater runoff can receive stormwater fee reductions ranging from 5% to 30%, depending on the percentage of water quality volume managed. Additionally, parkland dedication requirements can be partially met through LID practices.

San Antonio's Storm Water Utility Fee is a charge applied to properties based on the amount of impervious surface they contain. The fee helps fund the city's stormwater infrastructure, including maintenance, flood prevention, and water quality improvements. Since impervious surfaces prevent natural water infiltration and contribute to increased stormwater runoff, properties with higher impervious coverage are subject to higher stormwater fees.

Density bonuses provide further incentives for LID integration. Projects that incorporate at least 60% of required stormwater management features through LID practices are eligible for a 10% density bonus, enabling greater development flexibility. Landowners can also reduce required setbacks and yards to accommodate stormwater management features without compromising zoning compliance. Furthermore, parking standard reductions are available for projects that integrate LID strategies, such as bioretention areas, rain gardens, and vegetated swales, which help minimize impervious surface coverage. Landowners who manage between 70% and 100% of their required stormwater volume qualify for Fee in Lieu payment reductions ranging from 5% to 30%. Additionally, projects integrating stormwater retention techniques can receive a 30% reduction in Storm Water Utility Fees.

San Antonio's impervious surface regulations emphasize minimizing runoff and encouraging permeable materials. The city defines impervious surfaces as any hard surface that prevents rainwater infiltration into the soil, including concrete, asphalt, wood decks, and artificial turf. However, permeable pavement does not count as impervious cover if it's designed to store the 2-year, 24-hour storm event.

Stormwater management standards ensure that developments using LID strategies effectively control runoff and improve water quality. New developments must retain 1.5 inches of rainfall within a 24-hour

period, targeting the removal of 80% of total suspended solids and 60% of bacteria loads. Redevelopment projects are subject to a slightly reduced water quality volume standard of 1.18 inches per 24 hours, balancing stormwater mitigation with the constraints of existing urban infrastructure.

San Antonio's stormwater management regulations and voluntary LID/NCDP program provide landowners with a comprehensive suite of incentives for integrating sustainable site design. By incorporating permeable pavement and stormwater BMPs, landowners can access density bonuses, stormwater fee reductions, and parkland dedication credits while simultaneously improving ecological resilience.

FAIRWAY, KANSAS

Fairway, Kansas, has implemented comprehensive zoning regulations that mandate permeable surface minimums across different land use districts. Fairway's zoning ordinance imposes strict permeability standards for residential, commercial, office, and mixed-use zones, ensuring that stormwater can infiltrate into the ground. For lots smaller than 10,000 square feet (929 m2), at least 60% of the lot must remain permeable and uncovered, with the same standard applying to the front yard area. For medium-sized lots between 10,000 (929 m2) and 30,000 square feet (2787 m2), the first 10,000 square feet (929 m2) must meet the 60% permeability requirement, while the remaining portion of the lot must be 75% permeable. For larger lots exceeding 30,000 square feet (2787 m2), the first 10,000 square feet (929 m2) must still maintain 60% permeability; the next 20,000 square feet (1858 m2) must be 75% permeable, and any additional lot area beyond that must be 100% permeable. This framework ensures that larger lots contribute more significantly to stormwater absorption, helping to mitigate the effects of urban runoff and groundwater depletion.

To further reinforce these regulations, Fairway establishes a minimum permeable surface size, stipulating that any permeable area less than four feet (1.2 metres) in width does not count toward the required permeability percentage. This provision prevents landowners from meeting the requirements through narrow, disconnected strips of permeable material that do not function effectively for stormwater management. Additionally, the city has implemented strict landscaping requirements to enhance the ecological and aesthetic benefits of permeable surfaces. All remaining permeable areas must be planted with vegetation, ensuring that undeveloped portions of a lot contribute to urban greenery and environmental resilience.

Beyond permeability standards, Fairway has adopted tree planting requirements to enhance site sustainability. Large shade trees are required at a rate of one tree per 40 feet (12.2 metres) of street frontage, and existing mature trees may count toward this requirement. If a tree is removed, property owners must replace it with two new shade trees, maintaining urban tree cover and promoting cooling effects in residential areas. Additionally, all buildings must incorporate a planting bed at least 4 feet deep (1.2 metres) along at least 50% of the building frontage, ensuring that vegetative elements are integrated into site design.

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OAKVILLE

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2026-XXX

Appendix B - Town-initiated Draft Zoning By-law Amendment.docx

COUNCIL ENACTS AS FOLLOWS:

1. **Part 1, Administration,** of Zoning By-law 2014-014 is amended as follows:

a) Subsection 1.8 be deleted and replaced as follows:

1.8 Transition Matters

Despite any subsequent amendments to a provision in this By-law, the provision shall be determined in accordance with the following:

a) In the case of a *building* or *structure*, or *lot* on which a *building* or *structure* is located, for which a building permit was required under subsection 8(1) of the Building Code Act, the provision in respect of the *building*, *structure* or *lot*, is the provision on the day a building permit was filed in accordance with the *Town's* Building By-law, as amended.

b) In all other cases, the provision in respect of a *building*, *structure* or *lot* is the provision on the day the lawful *use* of the *building*, *structure* or *lot* was established.

2. **Part 2, Establishment of Zones**, of Zoning By-law 2014-014 is amended as follows:

a) Subsection 2.1, Table 2.1.1 be deleted and replaced as follows:

Table 2.1.1 Zones in the Town of Oakville Zoning By-law 2014-014		
Column 1	Column 2	Column 3
A	Zone	Symbol
	Residential Zones (Part 6)	
1	Residential Low 1	R1
2	Residential Low 2	R2
3	Residential Low 3	R3
4	Residential Low 4	R4

Table 2.1.1 Zones in the Town of Oakville Zoning By-law 2014-014		
Column 1	Column 2	Column 3
5	Residential Low 5	R5
6	Residential Low 6	R6
7	Residential Uptown Core	RUC
8	Residential Medium 1	RM1
9	Residential Medium 2	RM2
10	Residential Medium 3	RM3
11	Residential Medium 4	RM4
12	Residential High	RH
	Midtown Oakville Zones (See Part 7)	
13	Midtown Transitional Commercial	MTC
14	Midtown Transitional Employment	MTE
	Mixed Use Zones (See Part 8)	
15	Central Business District	CBD
16	Main Street 1	MU1
17	Main Street 2	MU2
18	Urban Centre	MU3
19	Urban Core	MU4
	Commercial Zones (See Part 9)	
20	Neighbourhood Commercial	C1
21	Community Commercial	C2
22	Core Commercial	C3
23	Service Station	C4
	Employment Zones (See Part 10)	
24	Office Employment	E1
25	Business Employment	E2
26	Industrial	E3
27	Business Commercial	E4
	Institutional and Community Use Zones (See Part 11)	
28	Institutional	I
29	Community *Use*	CU
	Open Space Zones (See Part 12)	
30	Park	O1
31	Private Open Space	O2
32	*Cemetery*	CEM
	Environment Zones (See Part 13)	
33	Natural Area	N
34	Greenbelt	GB
35	Parkway Belt Public *Use*	PB1
36	Parkway Belt Complementary *Use*	PB2
	Other Zones (See Part 14)	

Table 2.1.1 Zones in the Town of Oakville Zoning By-law 2014-014		
Column 1	Column 2	Column 3
37	Utility	U
38	Future Development	FD
39	*Stormwater Management Facility*	SMF

b) Subsection 2.4.5 Suffix Zones be deleted and replaced as follows:

"2.4.5 Overlay Zones

Where a *zone* symbol is followed by a hyphen and letter or number in the same font size, the symbol refers to an Overlay Zone which applies additional regulations to the lands so zoned."

3. **Part 3, Definitions** of Zoning By-law 2014-014 is amended as follows:

a) Amending the definition of "**Dwelling Depth**" by deleting the current definition and replacing with the following:

"means the horizontal distance between the portion of the *dwelling* facing the *front lot line* that is nearest to the *front lot line*, to the portion of the *dwelling* facing the *rear lot line* that is nearest to the *rear lot line*, excluding any allowable projection and *accessory buildings*."

b) Amending the definition of "**Floor Area, Residential**" by deleting the words 'private garage,' as follows:

"means the aggregate area of a residential *building* containing a *dwelling* measured from the exterior of the outside walls, but shall not include a *basement*, or *attic* unless otherwise specified by this By-law."

c) Adding a new defined term **"Roof Area"** and definition as follows:

"shall mean the horizontal/plan area occupied by a roof, measured to the outer edge of all eaves or edge of the *building*, and shall not include any eavestroughs, gutters, or ornamental features extending outward from the edge of eaves."

d) Adding a new defined term **"Roof, Flat"** and definition as follows:

"means a roof where 65% or more of the roof has a roof angle of less than 20° above the horizontal, and shall not include a parapet."

e) Adding a new defined term **"Roof, Semi-flat"** and definition as follows:

"means a roof between 35% and 65% of the total roof area has a roof angle of less than 20° above the horizontal, and shall not include a parapet."

f) Adding a new defined term **"Roof, Sloped"** and definition as follows:

"means a roof with a roof angle greater than or equal to 20° above the horizontal and less than 60° above the horizontal, and includes a roof where less than 35% of the total roof has a roof angle of less than 20° above the horizontal, and shall not include a parapet."

g) Adding a new defined term **"Landscaping, Residential Soft"** and definition as follows:

"means that portion of the surface area of a residential *lot* consisting of organic materials and vegetative in-ground plantings such as grass, flowers, shrubs, trees and other vegetation including any accessory ground cover such as mulch or similar pervious materials located in and around plantings, and other edging materials but shall not include artificial turf and hard surfaced areas such as *driveways*, *aisles*, *parking areas*, interlocking stone, or hard-surfaced walkways."

4. **Part 4, General Provisions** of Zoning By-law 2014-014 is amended as follows:

a) Subsection 4.1 Additional Residential Units be amended as follows:

"4.1.4 **Setbacks for Detached Additional Residential Units**

Notwithstanding any other provision of this By-law, a *detached additional residential unit* shall be setback a minimum of 1.2 metres from an *interior side lot line* or a *rear lot line*."

b) Subsection 4.3, Allowable Encroachments and Projections be deleted and replaced with the following:

"4.3 Allowable Encroachments and Projections *(2016-023) (2017-025) (2021-068)*

Unless otherwise permitted by this By-law, all *minimum yards* shall be unobstructed except for the permitted encroachments in Table 4.3.1 and projections in Table 4.3.2 below.

Table 4.3.1: Allowable Building and Structure Encroachments

1	2	3	4	5
A	**Structure or Feature**	**Yard in which Structure is permitted**	**Maximum Encroachment into a Minimum Yard**	**Minimum Distance from Lot Line**
1	Access stairs associated or not associated with a *porch* or *uncovered platform* *(2016-023)*	All	n/a	0.6 m (3)
2	Air conditioners, heat pumps, swimming pool pumps, filters, heaters, and generators including any appurtenances thereto *(2017-025) (2023-024)*	*Flankage*, *interior side*, and *rear*	n/a	0.6 m (2)(3)
3	Awnings, canopies, cornices, coves, belt courses, eaves, gutters, pilasters, sills, or weather-shielding *structure*	All	0.6 m	n/a
4a	*Balconies*	*Front* and *rear*	n/a	n/a (see table 4.3.2)
4b	*Balconies* in the Residential Low Overlay (-0) *Zone*	Not permitted above the floor level of the *first storey*		
5	Non-walk in bay, box out and bow windows, without foundations, with a maximum width of 3.0 metres and a maximum *height* of one *storey*	All	0.6 m (3)	0.6 m (3)
6	Chimneys and gas fireplace projections and chases with a maximum width of 1.8 metres	All	0.6 m (3)	0.6 m (3)
7	Window wells	All	0.6 m (3)	0.6 m (3)
8	Fire escapes	*Rear* and *interior side*	1.5 m	n/a

Table 4.3.1: Allowable Building and Structure Encroachments				
1	**2**	**3**	**4**	**5**
A	**Structure or Feature**	**Yard in which Structure is permitted**	**Maximum Encroachment into a Minimum Yard**	**Minimum Distance from Lot Line**
9	Industrial or mechanical equipment in the E2 and E3 *Zones* *(2017-025) (2021-068)*	*Rear* and *interior side*	Equal to the minimum *yard* requirements	n/a
10	Landscaping features (ornamental and garden walls, planters, etc.) *(2017-025)*	*All*	n/a	0.6 m (3)
11	*Porches* with or without a foundation and including access stairs in the Residential Low RL6 *Zone*	*Front* and *flankage*	n/a	1.5 m from *front* or *flankage lot line*
12	*Porches* with or without a foundation and including access stairs in the Residential Uptown Core RUC *Zone*	*Front* and *flankage*	2.0 m	n/a
13	• *Porches* with a foundation • *Porches* without a foundation in all other *zones*	n/a	Shall be subject to the regulations of the parent *zone*	
14	*Uncovered platform* attached to a pool structure *(2017-025) (2021-068)*	*Rear* and *interior side*	n/a	Up to 0.91 m from the *interior side*, or *rear lot line*
15		*Flankage*	n/a	Up to 2.0 m from *flankage lot line*
16	*Uncovered platforms* having a floor *height* of less than 0.6 metres measured from *grade* *(2016-023)*	All	n/a	0.6 m (1)(3)
17	*Uncovered platforms* having a floor *height* equal to or greater	*Front* and *Rear*	1.5 m (1)	0.6 m

Table 4.3.1: Allowable Building and Structure Encroachments				
1	**2**	**3**	**4**	**5**
A	**Structure or Feature**	**Yard in which Structure is permitted**	**Maximum Encroachment into a Minimum Yard**	**Minimum Distance from Lot Line**
	than 0.6 metres measured from *grade* *(2016-023)*			
18	*Uncovered platforms* having a floor *height* less than or equal to 3.0 metres measured from *grade*, with or without a foundation, and including access stairs in the Residential Low RL6 *Zone* *(2015-018) (2021-068) (2023-024)*	*Rear*	n/a	Up to 3.0 m from the *rear lot line*
19	Uncovered access stairs below *grade* *(2021-068)*	*Rear*	1.5 m	0.6 m
		Flankage and *interior side*	0.0 m	*Minimum yard* for main *building*
20	Unenclosed barrier-free ramps *(2015-018)*	All	n/a	0.0 m

[*A non-operative note to readers that in Table 4.3.1, "n/a" means that the identified measurement is not applicable to the structure or feature identified.]*

Additional Regulations for Table 4.3.1:

1. Provided that the *uncovered platform* is set back:
   a) A minimum of 1.2 metres from the *interior side lot line*, except for *semi-detached*, *back-to-back townhouse*, and *townhouse dwellings* in which case it may be 0.0 metres from an *interior side lot line* that is also the location of the common wall; and,
   b) A minimum of 2.0 metres from the *front* and *flankage lot lines*.
2. Where such equipment is installed at or above the ground level, the maximum height shall be 2.0 m measured from the adjacent ground level to the top of the air conditioner, heat pump, swimming pool pump, filter , heater or generator.
3. A setback of 1.2 metres is required to be provided from the interior side lot line, except if the interion side lot line is also the location of a common wall.

Table 4.3.2: Allowable Building and Structure Projections		
1	**2**	**3**
A	**Structure or Feature**	**Maximum Total Projection beyond the main wall**
1	*Balconies*	1.5 m

c) Subsection 4.5 *Detached Dwellings* on a *Lot* be deleted and replaced with the following:

"**4.5 Detached Dwellings and Semi-Detached Dwellings on a Lot**

Unless otherwise specified by this By-law, no more than one *detached dwelling* or one *semi-detached dwelling* is permitted on a *lot*."

d) Subsection 4.11.1 is amended by adding a new subsection g) as follows:

"g) Notwithstanding Section 4.11.1(c) of this By-law, where a strip of *residential soft landscaping* is required in accordance with Table 4.11.2 along a *lot line* in the Residential Low *Zones*, such requirement shall be included in the minimum requirement for *residential soft landscaping* required by the *zone* regulations in Part 6 of this By-law."

e) The introduction to Section 4.11.2, Required Widths of Landscaping, is deleted and replaced as follows:

"A continuous area of *landscaping* or *residential soft landscaping* parallel to and following the entire specified *lot line* or the edge of the identified feature shall be required as provided in Table 4.11.2, below."

f) Section 4.11, Table 4.11.2 Required Widths of Landscaping By Zone be amended by adding a new row #1 and renumbering subsequent rows as follows:

f) Subsection 4.27, Rooftop Terraces, be amended by deleting the reference to the words 'Residential Low -0 Suffix Zone' and replacing it with the words 'Residential Low Overlay (-0)'.

Table 4.11.2: Required Widths of Landscaping by Zone			
1	**2**	**3**	**4**
A	**Zone, Use, Lot or Feature**	**Along Any Lot Line Abutting or Along the Edge of the Feature Abutting**	**Minimum Width**
Landscaping By Zone and Use			
1a	• Residential Low *Zones*	A strip of *residential soft landscaping* is required along any *lot line* in a Residential Low *Zone*	See below
1b	• Residential Low Zones	*Any front, rear* or *flankage yard*	1.2 m
1c	• Residential Low *Zones*	*Any interior side yard* on a *lot* having *lot frontage* of 15.0 m or greater	50% of the width of the *yard*
1d	• Residential Low *Zones*	*Any interior side yard* on a lot having *lot frontage* of less than 15.0 m	0.9 m

5. **Part 5, Parking, Loading and Stacking Lane Provisions** of Zoning By-law 2014-014 is amended as follows:

a) Subsection 5.8.2 Driveway Width is amended by adding the clause 'to the centre line of the path of vehicular travel' after the word 'perpendicular' and before the word 'from' as follows:

"e) The calculation of *driveway* width shall apply along the entire length of the *driveway*. The measurement shall be calculated including any continuous hard surface area or discontinuous hard surface area within 0.6 metres of the widest part of continuous hard surface area on the same *lot*, measured along the entire length of the *driveway* perpendicular to the centre line of the path of vehicular travel from one edge of the continuous hard surface area."

b) Subsection 5.8.4 Driveway Setbacks is amended by adding a new subsection (g) as follows:

"g) Where a *driveway* is located on a *lot* zoned *Residential Low (R),* the *driveway* shall be a minimum of 0.6 m from the *interior lot line* except for *semi-detached dwellings* in which case it may be 0.0 metres to an *interior side lot line* where it is also the location of the common wall."

c) Subsection 5.8.5(a) Circular Driveways is amended by adding the words 'and all hard surface areas' after the word '*driveway*' and before the word 'shall' as follows:

"a) The maximum coverage of a circular *driveway* and all hard surface areas shall be 50% of the area of the *yard* in which the circular *driveway* is located."

d) Subsection 5.8.6 Private Garage Maximum Sizes is deleted in its entirety and replaced with the following:

"5.8.6 Private Garage Width Maximums

a) For *detached dwellings* on *lots* having less than 12.0 metres in *lot frontage*, the maximum interior width of the *private garage* within 3.0 metres of the entrance shall be 5.0 metres.

b) For *detached dwellings* on *lots* having greater than or equal to 12.0 metres in *lot frontage*, the maximum interior width of the *private garage* within 3.0 metres of the entrance shall be 7.0 metres.

c) Notwithstanding subsection (b) above, for lots located within the Residential Low (R1) *Zone* the maximum interior width of the *private garage* within 3.0 metres of the entrance shall be 9.5 metres.

d) Notwithstanding subsections (a) and (b) above, for *semi-detached dwellings*, the maximum interior width of the *private garage* within 3.0 metres of the entrance shall be 5.0 metres.

e) The above regulations do not apply to *lots* located in the Residential Uptown Core (RUC) *Zone."*

6. **Part 6, Residential Zones** of Zoning By-law 2014-014 is amended as follows:

a) Subsection 6.1 List of Applicable Zones is amended by deleting the Residential Low Zones and replacing it with the following:

"Residential Low R1, R2, R3, R4, R5, R6"

b) Subsection 6.2, Table 6.2.1 Permitted Uses in the Residential Low Zones and the Residential Uptown Core Zone (2017-025) is deleted and replaced with the following:

Table 6.2.1: Permitted Uses in the Residential Low Zones and the Residential Uptown Core Zone *(2017-025)*

1	2		3	4	5
A	**Use**		**R1, R2, R3, R4**	**R5, R6**	**RUC**
1	*Attached or detached additional residential unit (2023-024) (2024-111)*		√	√	√
2	*Bed and breakfast establishment*	(1)	√	√	√
3	*Conservation use*		√	√	√
4	*Day care*	(1)	√	√	√
5	*Detached dwelling*		√	√	√
6	*Emergency service facility*		√	√	√
7	*Emergency shelter*				
8	*Home occupation*		√	√	√
9	*Linked dwelling*				
10	*Lodging house*	(1)(2)	√		√

Table 6.2.1: Permitted Uses in the Residential Low Zones and the Residential Uptown Core Zone *(2017-025)*					
1	**2**		**3**	**4**	**5**
A	**Use**		**R1, R2, R3, R4**	**R5, R6**	**RUC**
11	*Park, public*		√	√	√
12	*Place of worship*				
13	*Private home day care*	(1)	√	√	√
14	*Private school*				
15	*Semi-detached dwelling*			√	√
16	*Short-term accommodation (2023-024)*	(1)	√	√	√
17	*Stormwater management facility*		√	√	√
18	*Townhouse dwelling*				√

Additional Regulations for Table 6.2.1

1. A maximum of one of the uses subject to this footnote shall be permitted on a lot. (2023-024)
2. The maximum number of *lodging units* shall be 3."

c) Section 6.3, Tables 6.3.1, 6.3.2, 6.3.3, 6.3.4 6.3.5, and 6.3.6 and associated footnotes are deleted in their entirety and replaced with the following:

"Table 6.3.1: Regulations in the Residential Low (R1) Zone			
1	**2**	**3**	**4**
A		**R1**	**R1-0**
1	Minimum *lot area*	1,350 m^2	1,350 m^2
2	Minimum *lot frontage*	30.0 m	30.0 m
3	*Minimum Front Yard*	See Section 6.6 a)	See Section 6.6 a)
4	*Minimum front yard* for vacant *lot* on effective date of this By-law or newly created *lot*	10.5 m (1)	10.5 m (1)
5	*Maximum Front Yard*	See Section 6.6 c)	See Section 6.6 c)
6	*Minimum flankage yard*	4.2 m	4.2 m
7	*Minimum interior side yard*	4.2m	4.2m
8	*Minimum rear yard*	10.5 m	10.5 m
9	Maximum *height*	See Section 6.7	See Section 6.7
10	Maximum number of *storeys*	n/a	2 (4)
11	Maximum *dwelling depth*	20.0 m (2)	20.0 m (2)
12	Maximum *lot coverage* (3)	30%	See Section 6.4.2
13	Maximum *floor area ratio*	n/a	See Section 6.4.1
14	Minimum *Residential Soft Landscaping Area* as a Percentage of Total *Lot Area*	35%	35%
15	Minimum *Residential Soft Landscaping Area* as a Percentage of the *Front Yard* and *Flankage Yard*	45%	45%

Additional Regulations for Table 6.3.1:

1. Section 6.6 b) for reduced *minimum front yard* shall apply to dwellings erected between dwellings that legally existed on the effective date of this by-law.
2. A single *storey* extension that is less than or equal to 6.5 metres in *height* is permitted to extend an additional 3.0 metres into a *rear yard* provided that *minimum interior side yards* and *minimum flankage yards* of 9.0 metres are established on both sides of the single *storey* extension.
3. One non-habitable *accessory building* or *structure* of up to a maximum of 10 square metres and up to 2.5 metres in *height* measured from *grade* may be exempt from *lot coverage* requirements.
4. *Floor area* is not permitted above the second *storey*.

Table 6.3.2: Regulations in the Residential Low (R2) Zone			
1	**2**	**3**	**4**
A		**R2**	**R2-0**
1	Minimum *lot area*	825.0 m^2 (1)	825.0 m^2 (1)
2	Minimum *lot frontage*	22.0 m (1)	22.0 m (1)
3	*Minimum front yard*	See Section 6.6 a)	See Section 6.6 a)
4	*Minimum front yard* for vacant *lot* on effective date of this By-law or newly created *lot*	9.0 m (1)	9.0 m (1)
5	*Maximum front yard*	See Section 6.6 c)	See Section 6.6 c)
6	*Minimum flankage yard*	3.5 m	3.5 m
7	*Minimum interior side yard*	See Section 6.6 d)	See Section 6.6 d)
8	*Minimum rear yard*	7.5 m (2)	7.5 m (2)
9	Maximum *height*	See Section 6.7	See Section 6.7
10	Maximum number of *storeys*	n/a	2 (4)
11	Maximum *lot coverage* (3)	30%	See Section 6.4.2
12	Maximum *residential floor area ratio*	n/a	See Section 6.4.1
13	Minimum *Residential Soft Landscaping Area* as a Percentage of Total *Lot Area*	35%	35%
14	Minimum *Residential Soft Landscaping Area* as a Percentage of the *Front Yard* and *Flankage Yard*	45%	45%

Additional Regulations for Table 6.3.2:

1. Section 6.6 b) for reduced minimum front yard shall apply to dwellings erected between dwellings that legally existed on the effective date of this by-law.
2. The *minimum rear yard* shall be reduced to 3.5 metres on a *corner lot* where an *interior side yard* of 3.0 metres is provided.
3. One non-habitable *accessory building* or *structure* of up to a maximum of 10 square metres and up to 2.5 metres in *height* measured from *grade* may be exempt from *lot coverage* requirements.
4. *Floor area* is not permitted above the second *storey*.

Table 6.3.3: Regulations in the Residential Low (R3) Zone			
1	**2**	**3**	**4**
A		**R3**	**R3-0**
1	Minimum *lot area*	450.0 m^2	450.0 m^2
2	Minimum *lot frontage*	15.0 m	15.0 m
3	*Minimum front yard*	See Section 6.6 a)	See Section 6.6 a)

4	*Minimum front yard* for vacant *lot* on effective date of this By-law or newly created *lot*	7.5m (1)	7.5m (1)
5	*Maximum front yard*	See Section 6.6 c)	See Section 6.6 c)
6	*Minimum flankage yard*	3.5 m	3.5 m
7	*Minimum interior side yard*	See Section 6.6 d)	See Section 6.6 d)
8	*Minimum rear yard*	7.5 m (2)	7.5 m (2)
9	Maximum *height*	See Section 6.7	See Section 6.7
10	Maximum number of *storeys*	n/a	2 (4)
11	Maximum *lot coverage* (3)	35%	See Section 6.4.2
12	Maximum *residential floor area ratio*	n/a	See Section 6.4.1
13	Minimum *Residential Soft Landscaping Area* as a Percentage of Total *Lot Area*	35%	35%
14	Minimum *Residential Soft Landscaping Area* as a Percentage of the Front *Yard* and *Flankage Yard*	45%	45%

Additional Regulations for Table 6.3.3:

1. Section 6.6 b) for reduced *minimum front yard* shall apply to *dwellings* erected between *dwellings* that legally existed on the effective date of this by-law.
2. The *minimum rear yard* shall be reduced to 3.5 metres on a *corner lot* where an *interior side yard* of 3.0 metres is provided.
3. One non-habitable *accessory building* or *structure* of up to a maximum of 10 square metres and up to 2.5 metres in *height* measured from *grade* may be exempt from *lot coverage* requirements.
4. *Floor area* is not permitted above the second *storey*.

Table 6.3.4: Regulations in the Residential Low (R4) Zone

1	2	3
A		**R4**
1	Minimum *lot area*	250.0 m^2 (1)
2	Minimum *lot frontage*	11.0 m (1)
3	*Minimum front yard*	3.0m
4	*Maximum front yard*	n/a
5	*Minimum flankage yard* (2016-013)	3.0 m (2)
6	*Minimum interior side yard*	1.2m
7	*Minimum rear yard*	7.0 m (3)
8	Maximum number of *storeys*	2
9	Maximum *height*	See Section 6.7
10	Maximum *dwelling depth*	n/a

11	Maximum *residential floor area*	40 sq. m. + 75% of *lot area* (4)
12	Maximum *lot coverage*	50% (5)
13	Minimum *Residential Soft Landscaping Area* as a Percentage of Total *Lot Area*	35%
14	Minimum *Residential Soft Landscaping Area* as a Percentage of the *Front Yard* and *Flankage Yard*	35%

Additional Regulations for Table 6.3.4:

1. For a *corner lot,* the minimum *lot area* shall be 285.0 square metres and the minimum *lot frontage* shall be 12.5 metres.
2. The minimum setback from a daylight triangle shall be 0.7 metres.
3. The *minimum rear yard* shall be reduced to 3.5 metres on a *corner lot* where an *interior side yard* of 3.0 metres is provided.
4. The maximum residential floor area shall be the lesser of 405.0 square metres or the potential maximum residential floor area available at 75% residential floor area ratio.
5. One non-habitable *accessory building* or *structure* of up to a maximum of 10 square metres and up to 2.5 metres in *height* measured from *grade* may be exempt from *lot coverage* requirements.

Table 6.3.5: Regulations in the Residential Low (R5) Zone

1	2	3	4	5
A		***Detached Dwellings***	***Semi-detached Dwellings***	**R5-0**
1	Minimum *lot area*	450.0 m^2	725.0 m^2	See left
2	Minimum *lot frontage*	15.0 m	21.0 m	See left
3	*Minimum front yard*	See Section 6.6 a)	See Section 6.6 a)	See left
4	*Minimum front yard* for vacant *lot* on effective date of this By-law or newly created *lot*	7.5 m (1)	7.5 m (1)	See left
5	*Maximum front yard*	See Section 6.6 c)	See Section 6.6 c)	See left
6	*Minimum flankage yard*	3.5 m	3.5 m	See left
7	*Minimum interior side yard*	See Section 6.6 d)	3.0 m	See left
8	*Minimum rear yard*	7.5 m (3)	7.5 m	See left
9	Maximum *height*	See Section 6.7	See Section 6.7	See Section 6.7
10	Maximum number of *storeys*	n/a	n/a	2 (2)
11	Maximum *lot coverage* (4)	35%	35%	• Detached - See Section 6.4.2 • Semi-detached – 35%
12	Maximum *residential floor area ratio*	n/a	n/a	• Detached - See Section 6.4.1 • Semi-detached – N/A

Table 6.3.5: Regulations in the Residential Low (R5) Zone				
1	2	3	4	5
A		***Detached Dwellings***	***Semi-detached Dwellings***	**R5-0**
13	Minimum *Residential Soft Landscaping Area* as a Percentage of Total *Lot Area*	35%	35%	See left
14	Minimum *Residential Soft Landscaping Area* as a Percentage of the *Front Yard* and *Flankage Yard*	40%	45%	See left

Additional Regulations for Table 6.3.5:

1. Section 6.6 b) for reduced *minimum front yard* shall apply to *dwellings* erected between *dwellings* that legally existed on the effective date of this by-law.
2. *Floor area* is not permitted above the *second storey*.
3. For *detached dwellings*, the *minimum rear yard* shall be reduced to 3.5 metres on a *corner lot* where an *interior side yard* of 3.0 metres is provided.
4. One non-habitable *accessory building* or *structure* of up to a maximum of 10 square metres and up to 2.5 metres in *height* measured from *grade* may be exempt from *lot coverage* requirements.

Table 6.3.6: Regulations in the Residential Low (R6) Zones				
1	2	3	4	5
A		***Detached Dwellings***	***Semi-detached Dwellings***	**R6-0**
1	Minimum *lot area*	270 m^2 (1)	450 m^2 (3)	See left
2	Minimum *lot frontage*	9.0 m (2)	15.0 m (4)	See left
3	*Minimum front yard*	See Section 6.6 a)	See Section 6.6 a)	See left
4	*Minimum front yard* for vacant *lot* on effective date of this By-law or newly created *lot*	7.5 m (5)	7.5 m (5)	See left
5	*Maximum front yard*	See Section 6.6 c)	See Section 6.6 c)	See left
6	*Minimum flankage yard*	3.0 m (7)	3.0 m (7)	See left
7	*Minimum interior side yard*	See Section 6.6 d)	1.8 m	See left
8	*Minimum rear yard*	7.5 m (8)	7.5 m	See left
9	Maximum *height*	See Section 6.7	See Section 6.7	See Section 6.7
10	Maximum number of *storeys*	n/a	n/a	2 (6)
11	Maximum *residential floor area*	40 sq. m. + 65% of *lot area* (9)	30 sq. m. + 65% of *lot* area (9)	See left
12	Maximum *lot coverage* (10)	50%	50%	35%

Table 6.3.6: Regulations in the Residential Low (R6) Zones				
1	2	3	4	5
A		***Detached Dwellings***	***Semi-detached Dwellings***	**R6-0**
13	Minimum *Residential Soft Landscaping Area* as a Percentage of Total *Lot Area*	35%	35%	See left
14	Minimum *Residential Soft Landscaping Area* as a Percentage of the *Front Yard* and *Flankage Yard*	45%	40%	See left

Additional Regulations for Table 6.3.6

1. The minimum *lot area* shall be 315.0 square metres for a *corner lot*.
2. The minimum *lot frontage* shall be 10.5 metres for a *corner lot*.
3. The minimum *lot area* shall be 510.0 square metres for a *corner lot*.
4. The minimum *lot frontage* shall be 17.0 metres for a *corner lot*.
5. Section 6.6 for reduced *minimum front yard* shall apply to *dwellings* erected between *dwellings* that legally existed on the effective date of this by-law.
6. *Floor area* is not permitted above the *second storey*.
7. The minimum setback from a daylight triangle shall be 0.7 metres.
8. For *detached dwellings*, the *minimum rear yard* shall be reduced to 3.5 metres on a *corner lot* where an *interior side yard* of 3.0 metres is provided.
9. Notwithstanding the above, *residential floor area* above the second *storey* is permitted provided that the *residential floor area* above the *second storey* shall not exceed 35% of the *residential floor area* of the second *storey* below.
10. One non-habitable *accessory building* or *structure* of up to a maximum of 10 square metres and up to 2.5 metres in *height* measured from *grade* may be exempt from *lot coverage* requirements.

d) Section 6.4, <u>The -0 Suffix Zone,</u> is deleted in its entirety and replaced with the following:

“6.4 Residential Low Density Overlay Zone (-0)

The Residential Low Density Overlay Zone is identified by a (-0) symbol in the same font size following the *zone* symbol. Notwithstanding any other provision of this By-law, the following regulations shall apply on lands subject to the Residential Low Overlay (-0).

6.4.1 Residential Floor Area Ratio

a) Where *residential floor area* is located on the same level as an *attic*, *residential floor area* shall be calculated from the exterior face of the knee wall.

b) Where *attic* space is located on the same level as a permitted *storey* including an *attic* above an attached *private garage* and the *attic* shares a common wall(s) in whole or in part with the permitted *storey* and exceeds a headroom clearance below the roof framing of 1.8 metres at any given point, the entire *attic* space shall be included in the *residential floor area* calculation.

c) For areas without a floor on any *storey*, those areas without a floor shall be counted as *residential floor area*, except for the following:

i. The areas without a floor are located directly above stairs located on the floor level below.

ii. The *height* of the *building* above the area without a floor does not exceed 6.5 metres measured to the highest part of the roof directly above.

d) The maximum *residential floor area ratio* for a *detached dwelling* shall be as shown in Table 6.4. 1, below:

Table 6.4.1: Maximum Residential Floor Area Ratio

1	2	3
A	**Lot area**	**Maximum Residential Floor Area Ratio**
1	349.99 m^2 or less	65%
2	350.00 m^2 – 449.99 m^2	60%
3	450.00 m^2 – 549.99 m^2	55%
4	550.00 m^2 – 649.99 m^2	51%
5	650.00 m^2 - 749.99 m^2	49%
6	750.00 m^2 - 849.99 m^2	47%

Table 6.4.1: Maximum Residential Floor Area Ratio		
1	**2**	**3**
A	**Lot area**	**Maximum Residential Floor Area Ratio**
7	850.00 m^2 - 949.99 m^2	45%
8	950.00 m^2 - 1049.99 m^2	43%
9	1050.00 m^2 - 1149.99 m^2	41%
10	1150.00 m^2- 1249.99 m^2	39%
11	1250.00 m2 - 1349.99 m2	37%
12	1350.00 m2 – 1449.99 m2	35%
13	1450.00 m2 and greater	33%

6.4.2 Maximum Lot Coverage

a) For a lot with a *detached dwelling*, the maximum *lot coverage* for all *buildings* and *structures* on the *lot* shall be as shown in Table 6.4.2, below.

Table 6.4.2: Maximum Lot Coverage			
1	**2**	**3**	**4**
A	**Lot Area**	Where the *detached dwelling* is less than or equal to 7.0 metres in *height*	Where the *detached dwelling* is greater than or equal to 7.0 metres in *height*
1	Up to 649.99 sqm	35%	35%
2	650.00 sqm to 849.99 sqm	35%	30%
3	850.00 sqm and up	30%	25%

6.4.3 Balcony and Uncovered Platforms

Balconies and *uncovered platforms* are not permitted above the floor level of the *first storey* on any *lot* subject to the Residential Low Overlay (-0)."

e) Section 6.5.2 subsections a) to e) is deleted and replaced with the following tables 6.5.2 and 6.5.3 :

"Table 6.5.2: Regulations for Non-habitable Accessory Building and Structures			
1	**2**	**3**	**4**
A	**Location on the Lot**	**Separation Distance from the Main Building**	**Minimum Yard Requirement**
1	*Front yard* and *interior side yard*	n/a	Subject to the same requirements of the main *building.*
2	*Rear yard* and *flankage yard*	Less than 2.0 metres	Subject to the same requirements of the main *building.*
		Minimum 2.0 metres	0.6 metres from any *lot line.*
Maximum Size			
3	Maximum *height*	4.0 metres measured from *grade* (1)	
4	Maximum *lot coverage*	Shall be the greater of 5% or 42.0 square metres (2) (3)	

Additional Regulations for Table 6.5.2

1. The maximum *height* of an *accessory building* shall be reduced to 2.5 metres measured from *grade* where the *accessory building* or *structure* is located less than 3.5 metres from the *flankage lot line*.
2. For *lots* located in a Residential Low *Zone*, the *lot coverage* shall be included in the maximum *lot coverage* for all *buildings* and *structures* on the *lot*, for all other zones, this *lot coverage* shall be additional to the maximum *lot coverage* for the *dwelling*.
3. Notwithstanding footnote 2 above, in the Residential Low *Zones*, one non-habitable *accessory building* or *structure* of up to a maximum of 10.0 square metres and up to 2.5 metres in *height* measured from *grade* may be exempt from all *lot coverage* requirements.

Table 6.5.3: Regulations for Detached Additional Residential Units			
1	**2**	**3**	**4**
A	**Location on the Lot**	**Separation Distance from the Main Building**	**Minimum Yard Requirement**
1	*Front yard* and *interior side yard*	n/a	Subject to the same requirements of the main *building*
2	*Rear yard* and *flankage yard*	Less than 2.0 metres	Subject to the same requirements of the main *building*
3	*Rear yard* and *flankage yard*	Minimum 2.0 metres	1.2 metres from *the interior side* and *rear lot lines*
			3.5 metres from the *flankage lot line*
Maximum Size			
4	Maximum *height*	4.0m measured from *grade*	
5	Maximum *lot coverage*	Shall be the greater of 5% or 42.0 square metres (1)	

Additional Regulations for Table 6.5.3

1. For *lots* located in a Residential Low *Zone*, the *lot coverage* shall be included in the maximum *lot coverage* for all *buildings* and *structures* on the *lot*, for all other zones, this *lot coverage* shall be additional to the maximum *lot coverage* for the *dwelling*."

f) Section 6.6 is deleted and replaced as follows:

"**6.6 Minimum and Maximum Yards**

a) The *minimum front yard* in any Residential Low Zone except the Residential Uptown Core (RUC) *Zone* shall be the lesser of:

i) The *yard* legally existing on February 25, 2014, less 1.0 metre; or

ii) For *dwellings* erected between *dwellings* that legally existed on February 25, 2014, the average of the *yards* abutting the same *road* established by the nearest *dwelling* on each side.

b) *Minimum front yard* for vacant *lot* on effective date of this By-law or newly created *lot* for any *dwelling* erected between *dwellings* that are legally existing, in the same block with *yards* abutting the same *road* that, when averaged, are less than the minimum requirement of the applicable zone shall be the average of the *yards* abutting the same *road* established by the nearest *dwelling* on each side.

c) The *maximum front yard* for new *dwellings* on all *lots* shall be 5.5 metres greater than the *minimum front yard* for the applicable *lot*.

d) The *minimum interior side yard* for *detached dwellings* shall be as shown in Table 6.6.1, below.

Table 6.6.1: Minimum Interior Side Yard Regulations for Detached Dwellings

1	2	3	4
A	**Scenario**	**Minimum interior side yards – attached garage**	**Minimum interior side yards – detached garage or no garage**
1	Greater than or equal to 30.0 m in *lot frontage*	3.0 m	3.0 m
2	Equal to or greater than 25.0 m in *lot frontage* and less than 30.0 m in *lot frontage*	2.4 m	2.4 m and 3.0 m
3	Equal to or greater than 20.0 m in *lot frontage* and less than 25.0 m in *lot frontage*	2.4 m and 1.8 m	2.4 m and 3.0 m
4	Equal to or greater than 15.0 m in *lot frontage* and less than 20.0 m in *lot frontage*	1.8m	1.8 m and 3.0 m
5	Less than 15.0 m in *lot frontage*	1.2 m	1.2 m and 3.0 m

g) The current Section 6.7, Day Cares in Residential Zones, is renumbered as Section 6.11, and a new Section 6.7 is added as follows:

"6.7 Height and Storeys

a) The maximum *height* for *dwellings* in a Residential Low Zone shall be as shown in Table 6.7.1, below:

Table 6.7.1: Maximum Height for Dwellings in Residential Low Zones

1	2	3	4	5	6	7	8	9	10	11	12	13
A		**R1**	**R1-0**	**R2**	**R2-0**	**R3**	**R3-0**	**R4**	**R5**	**R5-0**	**R6**	**R6-0**
1	Maximum *height* for a *sloped roof*	10.5 m	10.0 m	12.0 m	10.0 m	12.0 m	10.0 m	10.5 m	12.0 m	10.0 m	10.5 m	10.0 m
2	Maximum *height* for a *dwelling* with a *flat roof*	8.0 m	8.0 m	8.0 m	8.0 m	8.0 m	8.0 m	8.0 m	8.0 m	8.0 m	8.0 m	8.0 m
3	Maximum *height* for a *dwelling* with a *semi-flat roof*	9.0 m	9.0 m	9.0 m	9.0 m	9.0 m	9.0 m	9.0 m	9.0 m	9.0 m	9.0 m	9.0 m

7. **Part 15, Special Provisions** of Zoning By-law 2014-014 is amended as follows:

a) Section 15.1.1 is amended by deleting subsection (c).

b) Section 15.10 is deleted and replaced as follows:

10	**Former Detached Dwellings R10 Zone (Part of Lot 11, Concession 4 S.D.S. and Part of Lots 12 and 13, Concession 3 S.D.S.)**	Parent Zone: R3-0
Map 19(8)		(1984-49) (1989-209) (1999-78) (2016-013) (2026-___)
15.10.1 Zone Provisions		
The following regulations apply:		
a)	Minimum *lot depth*	30.0 m

b)	Maximum *lot coverage* for all *buildings* on the *lot*	25%
c)	Maximum interior width of a *private garage*	6.0 m

c) Section 15.11 is deleted and replaced as follows:

11	**Old Oakville Heritage Conservation District**	Parent Zones: R3, R5
Map 19(8)	**(Part of Lots 13 and 14, Concession 4 S.D.S.)**	(1983-29) (1985-244) (1989-266) (2015-018) (2016-013) (2026-___)

15.11.1	**Zone Provisions for All Lands**	
The following regulations apply to all lands:		
a)	Maximum *height* for a *sloped roof*	9.0 m
b)	The *minimum front yard* on all existing lots shall be the average of the *yards* abutting the same *road* established by the nearest *dwelling* on each side, plus 1.0m.	
c)	*Minimum front yard* for vacant *lot* on effective date of this By-law or newly created *lot* shall be the average of the *yards* abutting the same *road* established by the nearest *dwelling* on each side, plus 1.0m.	
15.11.2	**Zone Provisions for Detached Dwellings**	
The following regulations apply to *detached dwellings*:		
a)	Minimum *lot area*	550.0 m²
b)	Minimum *lot frontage*	18.0 m
c)	Maximum *lot coverage*	25%
d)	*Minimum interior side yard* and *flankage yard* regulations for a *dwelling* with an attached *private garage* shall be as shown below*:*	
	Minimum Interior Side Yard and Flankage Yard Regulations for a Dwelling with an Attached Garage	

1	2	3	4	5
A	**Scenario**	***Minimum flankage yard***	***Minimum interior side yard***	**Minimum aggregate total for *interior side yards of interior lots***
1	Greater than or equal to 30.0 m in *lot frontage*	6.0 m	2.4 m	7.2 m
2	Equal to or greater than 25.0 m in *lot frontage* and less than 30.0 m in *lot frontage*	5.0 m	2.4 m	6.0 m
3	Equal to or greater than 20.0 m in *lot frontage* and less than 25.0 m in *lot frontage*	4.0 m	1.8 m	4.8 m
4	Equal to or greater than 15.0 m in *lot frontage* and less than 20.0 m in *lot frontage*	3.0 m	1.8 m	3.6 m
5	Equal to or less than 15.0 m in *lot frontage*	2.0 m	1.2 m	2.4 m

e) *Minimum interior side yard* and *flankage yard* regulations for a *dwelling* with a detached *private garage* or no *private garage* shall be as shown below*:*

Minimum Interior Side Yard and Flankage Yard Regulations for a Dwelling with a Detached Garage or no Garage

1	2	3	4	5
A	**Scenario**	***Minimum flankage yard***	***Minimum interior side yards***	**Minimum aggregate total for *interior side yards of interior lots.***
1	Greater than or equal to 30.0 m in *lot frontage*	6.0 m	2.4 m & 3.0m	7.2 m
2	Equal to or greater than 25.0 m in *lot frontage* and less than 30.0 m in *lot frontage*	5.0 m	2.4 m & 3.0m	6.0 m
3	Equal to or greater than 20.0 m in *lot frontage*	4.0 m	1.8 m & 3.0m	4.8 m

	and less than 25.0 m in *lot frontage*			
4	Equal to or greater than 15.0 m in *lot frontage* and less than 20.0 m in *lot frontage*	3.0 m	1.8 m & 3.0m	4.8 m
5	Equal to or less than 15.0 m in *lot frontage*	2.0 m	1.2 m & 3.0m	4.2 m

f) Maximum *residential floor area ratio* regulations shall be as shown below:

Maximum Residential Floor Area Ratio		
1	**2**	**3**
A	***Lot Area***	**Maximum *Residential Floor Area Ratio***
1	349.99 m^2 or less	46%
2	350.00 m^2 – 449.99 m^2	44%
3	450.00 m^2 – 549.99 m^2	42%
4	550.00 m^2 – 649.99 m^2	40%
5	650.00 m^2 - 749.99 m^2	38%
6	750.00 m^2 - 849.99 m^2	37%
7	850.00 m^2 - 949.99 m^2	36%
8	950.00 m^2 - 1049.99 m^2	35%
9	1050.00 m^2 - 1149.99 m^2	34%
10	1150.00 m^2- 1249.99 m^2	32%
11	1250.00 m^2 - 1349.99 m^2	30%
12	1350.00 m^2 – 1449.99 m^2	28%
13	1450.00 m^2 and greater	26%

d) Section 15.12 is deleted and replaced as follows:

12	**First and Second Street Heritage Conservation District (Part of Lot 12, Concession 4 S.D.S.)**	Parent Zones: R3
Map 19(8)		(2014-014) (2015-112) (2026-___)
15.12.1 Zone Provisions		
The following regulations apply:		
a)	Minimum *lot area*	550.0 m^2

b)	Minimum *lot frontage*	18.0 m
c)	The *minimum front yard* on all existing lots shall be the average of the *yards* abutting the same *road* established by the nearest *dwelling* on each side, plus 1.0 m.	
d)	*Minimum front yard* for vacant *lot* on effective date of this By-law or newly created *lot* shall be the average of the *yards* abutting the same *road* established by the nearest *dwelling* on each side, plus 1.0 m.	
e)	*Minimum interior side yard* and *flankage yard* regulations for a *dwelling* with an attached *private garage* shall be as shown below*:*	

Minimum Interior Side Yard and Flankage Yard Regulations for a Dwelling with an Attached Garage

1	2	3	4	5
A	**Scenario**	**Minimum *flankage yard***	***Minimum interior side yard***	**Minimum aggregate total for *interior side yards of interior lots***
1	Greater than or equal to 30.0 m in *lot frontage*	6.0 m	2.4 m	7.2 m
2	Equal to or greater than 25.0 m in *lot frontage* and less than 30.0 m in *lot frontage*	5.0 m	2.4 m	6.0 m
3	Equal to or greater than 20.0 m in *lot frontage* and less than 25.0 m in *lot frontage*	4.0 m	1.8 m	4.8 m
4	Equal to or greater than 15.0 m in *lot frontage* and less than 20.0 m in *lot frontage*	3.0 m	1.8 m	3.6 m
5	Equal to or less than 15.0 m in *lot frontage*	2.0 m	1.2 m	2.4 m

f)	*Minimum interior side yard* and *flankage yard* regulations for a dwelling with a detached *private garage* or no *private garage* shall be as shown below*:*

Minimum Interior Side Yard and Flankage Yard Regulations for a Dwelling with a Detached Garage or no Garage

1	2	3	4	5
A	**Scenario**	***Minimum flankage yard***	***Minimum interior side yards***	**Minimum aggregate total for *interior side yards of interior lots***
1	Greater than or equal to 30.0 m in *lot frontage*	6.0 m	2.4 m & 3.0m	7.2 m
2	Equal to or greater than 25.0 m in *lot frontage* and less than 30.0 m in *lot frontage*	5.0 m	2.4 m & 3.0m	6.0 m
3	Equal to or greater than 20.0 m in *lot frontage* and less than 25.0 m in *lot frontage*	4.0 m	1.8 m & 3.0m	4.8 m
4	Equal to or greater than 15.0 m in *lot frontage* and less than 20.0 m in *lot frontage*	3.0 m	1.8 m & 3.0m	4.8 m
5	Equal to or less than 15.0 m in *lot frontage*	2.0 m	1.2 m & 3.0m	4.2 m

g)	Maximum *height* for a *sloped roof*	As shown on Figure 15.12.1
h)	Maximum *lot coverage*	As shown on Figure 15.12.2

i) Maximum *residential floor area ratio* regulations shall be as shown below:

Maximum Residential Floor Area Ratio

1	2	3
A	***Lot Area***	**Maximum *Residential Floor Area Ratio***
1	349.99 m^2 or less	49%

2	350.00 m^2 – 449.99 m^2	47%
3	450.00 m^2 – 549.99 m^2	45%
4	550.00 m^2 – 649.99 m^2	43%
5	650.00 m^2 - 749.99 m^2	41%
6	750.00 m^2 - 849.99 m^2	40%
7	850.00 m^2 - 949.99 m^2	39%
8	950.00 m^2 - 1049.99 m^2	38%
9	1050.00 m^2 - 1149.99 m^2	37%
10	1150.00 m^2- 1249.99 m^2	35%
11	1250.00 m^2 - 1349.99 m^2	33%
12	1350.00 m^2 – 1449.99 m^2	31%
13	1450.00 m^2 and greater	29%

15.12.2 Special Site Figures

The following additional provision applies to lands identified as Block 1 on Figure 15.12.1:

a)	The *front lot line* shall be the southeastern *lot line*.

15.12.3 Special Site Figures

Figure 15.12.1

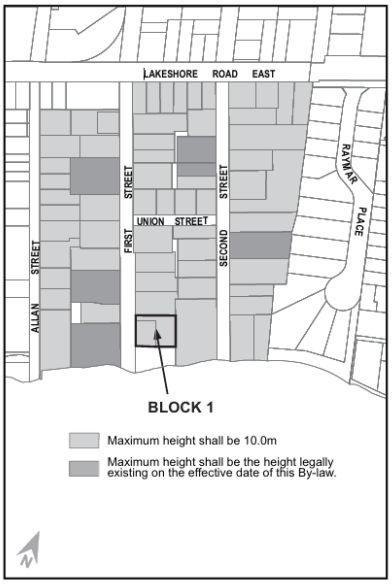
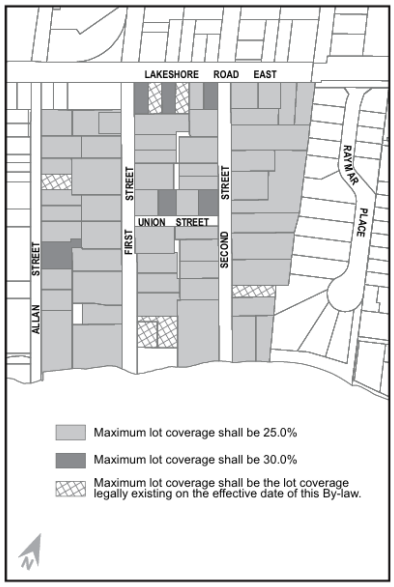


Figure 15.12.2



e) Subsection 15.33(b) is deleted and replaced as follows:

"(b) Footnote 9 of "Table 6.3.6, relating to floor area above the second storey, shall not apply."

f) Subsection 15.48.1(a) is amended by replacing the words, “Section 6.7(a)” with the words, “Section 6.11(a).”

g) Section 15.78 is deleted and replaced with a new Special Provision as follows:

78	**2418 Hixon Street (Part of Lot 28, Concession 4 S.D.S.)**	Parent Zone: R3
Map 19(2)		(2026-___)
15. 78.1 Other Provisions		
The following additional provision applies:		
a)	All lands identified as subject to this Special Provision shall be considered as one *lot* for the purposes of this By-law.	

h) Subsection 15.95.2(i) is amended by replacing the words, “setback” with the words, “separation distance”.

i) Subsection 15.97.1(b) is amended by replacing the words, “setback” with the words, “separation distance”.

j) Section 15.103 is deleted and replaced as follows:

103 (Old 237)	**Chalmers Street between Lakeshore Road West and Rebecca Street (Part of Lot 32, Concession 4 S.D.S.)**	Parent Zone: R3
Map 19(1)		(1977-95) (1977-129) (1989-266) (2026-___)
15.103.1 Zone Provisions		
The following regulations apply:		
a)	*Minimum front yard* on a *lot* having *lot frontage* on a 20.0 metre-wide road allowance	6.0 m

b)	*Minimum front yard* on a *lot* having *lot frontage* on a 17.0 metre-wide road allowance	3.0 m
c)	*Minimum interior side yard*	1.2 m
d)	*Minimum flankage yard*	2.4 m
e)	*Minimum rear yard* for *lots* having a *lot depth* 27.5m or less	6.0 m
f)	*Minimum rear yard* for *lots* having a *rear lot line* abutting Lakeshore Rd W	15.0 m
e)	Maximum number of *storeys*	2
f)	Maximum *height* for a *sloped roof*	10.5 m

k) Section 15.104 is deleted and replaced as follows:

104 (Old 240)	**3009-3068 Silverthorne Drive, 199-210 Sheraton Court, and 184-196 Summerfield Drive (Part of Lot 31, Concession 4 S.D.S.)**	Parent Zone: R3
Map 19(1)		(1978-18) (1989-266) (2026-___)
15.104.1	**Zone Provisions for All Lands**	
The following regulations apply to all lands identified as subject to this Special Provision:		
a)	Maximum number of *storeys*	2
b)	Maximum *height* for a *sloped roof*	10.5 m
15.104.3	**Zone Provisions for Block 1 Lands**	
The following regulation applies to lands identified as Block 1 on Figure 15.104.1:		
a)	*Minimum rear yard*	7.0 m
15.104.4	**Zone Provisions for Block 2 Lands**	

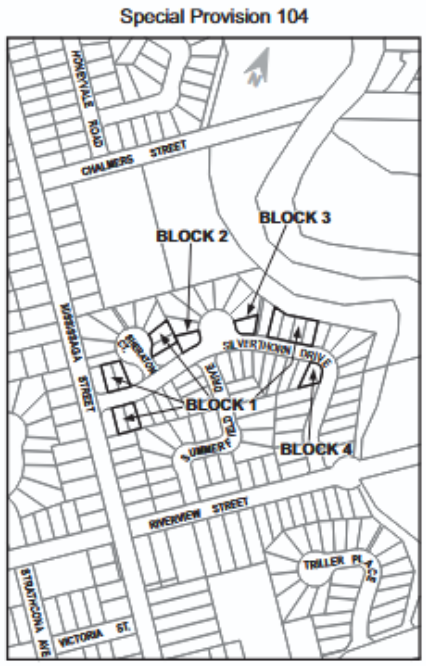
The following regulation applies to lands identified as Block 2 on Figure 15.104.1:		
a)	*Minimum rear yard*	4.5 m

15.104.5 Zone Provisions for Block 3 Lands

The following regulation applies to lands identified as Block 3 on Figure 15.104.1:		
a)	*Minimum rear yard*	5.0 m

15.104.6 Special Site Figures

Figure 15.104.1



l) Section 15.109 is deleted and replaced as follows:

109 (Old 261)	**193-213 Riverview Street and Somerville Place (Part of Lot 32, Concession 4 S.D.S.)**	Parent Zone: R3
Map 19(1)		(1979-083) (2026-___)
15.109.1 Zone Provisions		
The following regulations apply:		
a)	*Minimum interior side yard*	1.2 m
b)	*Minimum flankage yard*	2.4 m
c)	Maximum number of *storeys*	2
d)	Maximum *height* for a *sloped roof*	10.5 m

m) Subsection 15.111 be deleted and replaced as follows:

111 (Old 271)	**3272-3319 Victoria Street (Part of Lot 33, Concession 4 S.D.S.)**	Parent Zone: R3
Map 19(1)		(1980-006) (1989-266) (2026-___)
15.111.1 Zone Provisions		
The following regulations apply:		
a)	*Minimum interior side yard*	1.2 m
b)	*Minimum flankage yard*	2.4 m
c)	Maximum number of *storeys*	2
d)	Maximum *height* for a *sloped roof*	10.5 m

n) Subsection 15.115.3(b) is deleted and replaced as follows:

"(b) Maximum Residential Floor Area Ratio: i. Lot 1 – 40%
ii. Lot 2 – 33%
iii. Lot 3 – 35%"

o) Sections 15.116 and 15.117 are deleted in their entirety

p) Section 15.123 is deleted and replaced with a new Special Provision as follows:

123 (Old 328)	**Riverview Street, Speyside Drive, Ward Court, Victoria Street** (Previously Zoned RL8)	Parent Zone: R3
Map 19(1)		(1980-006) (1989-266) (2026-___)
15.123.1	**Zone Provisions**	
The following regulations apply:		
a)	*Minimum flankage yard*	3.0 m
b)	Maximum number of *storeys*	2
c)	Maximum *height* for a *sloped roof*	10.5 m

q) Section 15.129 is deleted and replaced as follows:

129 (Old 348)	**Area bounded by Bond Street, Wilson Street, Forsythe Street, and Rebecca Street (Part of Lot 16, Concession 3 S.D.S.)**	Parent Zone: R6
Map 19(8)		(1983-117) (2026-___)
15.129.1	**Prohibited Uses**	
The following use is prohibited:		
a)	*Semi-detached dwelling*	
15.129.2	**Zone Provisions**	

The following regulations apply:		
a)	*Minimum front yard* for *dwellings* legally existing on July 5, 1983	As legally existed on July 5, 1983
b)	Maximum *height* for a *sloped roof*	10.0 m
c)	Maximum *residential floor area* for *lots* with a *lot frontage* less than 12.0m	220.0 sq.m
d)	Maximum *residential floor area* for *lots* with a *lot frontage* greater than or equal to 12.0m	240.0 sq.m
e)	Maximum *lot coverage* for *accessory buildings*	8%

r) Subsection 15.134.1(e) is deleted in its entirety.

s) Subsection 15.147 is deleted and replaced as follows:

147 (Old 471)	**2020-2044 Merchants Gate (Part of Lot 27, Concession 2 S.D.S.)**	Parent Zone: R6
Map 19(12)		(1987-180) (1989-266)
15.147.1	**Zone Provisions**	
The following regulations apply:		
a)	*Minimum rear yard* for *detached dwelling*	13.5 m
b)	*Minimum rear yard* for a *private garage*	6.0 m
c)	Minimum *separation distance* between a detached *private garage* and *detached dwelling*	7.5 m
d)	Maximum interior width of a *private garage*	7.0 m
15.147.2	**Special Site Provisions**	

The following additional provisions apply:	
a)	All *detached dwellings* shall have vehicular access to detached garages only from a common *driveway* having access from Merchants Gate.
b)	The *detached dwellings* are deemed to have frontage on Merchants Gate.

t) Subsection 15.157.1(b) is deleted in its entirety.

u) Section 15.158 is deleted in its entirety.

v) Subsection 15.159.1(e) is amended by replacing the words, “building length” with the words, “dwelling depth”.

w) Section 15.160 is amended by deleting subsections 15.160.1(b), 15.160.2(d) and15,160.3(c) and relettering the remaining subsections accordingly.

x) Section 15.164 is amended by deleting subsection 15.164.1(a) and relettering the remaining subsections accordingly.

y) Subsection 15.166.4(c) is deleted in its entirety.

z) Section 15.167 is deleted and replaced as follows:

167 (Old 531)	**River Oaks Development Inc. (Part of Lots 16, 17, and 18, Concession 1 S.D.S.)**	Parent Zone: R6
Map 19(21)		(1991-062) (1996-095) (2008-051) (2026-___)
15.167.1	**Zone Provisions**	
The following *use* is prohibited:		
a)	*Detached dwellings*	
15.167.2	**Zone Provisions**	
The following regulations apply:		

a)	Maximum *residential floor area* per *dwelling unit*	155.0 sq.m
b)	*Minimum front yard* for a *private garage*	7.5 m
c)	*Minimum interior side yard*	2.4 m
d)	*Minimum interior side yard* with an attached *private garage*	1.2 m
e)	Maximum *lot coverage* for an *accessory structure*	10%

aa) Subsection 15.171.1(a) is amended by deleting "ratio" after residential floor area and by deleting the standard, "40%" and replacing it with "60 sq.m + 40% of the lot area".

bb) Section 15.173 is amended by adding a new subsection 15.173.1(c) as follows, and relettering remaining subsections and cross-references accordingly:

"(c) Minimum interior side yard: 0.6 m"

cc) Section 15.174 is amended as follows:

i. By deleting Section 15.174.1 in its entirety and renumbering remaining subsections accordingly.
ii. By replacing the standard, "630 sq.m" in the new subsection 15.174.1(d) with the standard, "690.0 sq.m".
iii. By replacing the standard, "695 sq.m" in the new subsection 15.174.2(d) with the standard, "755.0 sq.m".

dd) Section 15.187 is amended as follows:

i. By replacing the standard, "180.0 sq.m" in subsection 15.187.1(b) with the standard, "220.0 sq.m".
ii. By replacing the standard, "205.0 sq.m" in subsection 15.187.1(c) with the standard, "245.0 sq.m".
iii. By deleting subsections 15.187.1(d) and (e) and relettering remaining subsections accordingly.

ee) Section 15.193 is amended by deleting subsections 15.193.1(a) through (d) and subsection 15.193.1(f) and relettering remaining subsections accordingly.

ff) Subsection 15.200(b) is deleted in its entirety.

gg) Section 15.205 is deleted and replaced as follows:

205 (Old 645)	**West side of Neyagawa Boulevard, south of Dundas Street West (Part of Lots 21 and 22, Concession 1 S.D.S.)**	Parent Zone: R3, R6
Map 19(20)		(1997-138) (2000-053) (2006-002) (2007-096) (2026-___)
15.205.1	**Zone Provisions for all lands**	
The following regulation applies to lands identified as subject to this special provision:		
a)	Maximum allowable projections for a *porch* with or without a foundation into *front yard*	Up to 3.0 m from the *front lot line*
b)	*Minimum front yard* for lands zoned Residential Low 3 (R3)	6.0 m

hh) Subsection 15.209.1(b) is amended by deleting the standard, “245.0 sq.m” and replacing it with, “295.0 sq.m”.

ii) Subsections 15.222.1(j) through (o) are deleted and replaced as follows:

“j) Maximum residential floor area for lot 1: 438.0 sq.m
k) Maximum residential floor area for lots 2-6: 399.0 sq.m
l) Maximum residential floor area for lot 7: 598.0 sq.m
m) Maximum residential floor area for lot 8: 542.0 sq.m
n) Maximum residential floor area for lots 9 and 10: 355.0 sq.m
o) Maximum residential floor area for lot 11: 379.0 sq.m”

jj) Subsection 15.239.1(b) is deleted in its entirety.

kk) Subsection 15.268.1(f) is deleted and replaced as follows:

“f) Maximum interior width of a private garage: 7.0 m”

ll) Section 15.271 is amended as follows:

i. By replacing the standard, “350.0 sq.m” in subsection 15.271.1(f) with the standard, “400.0 sq.m”.
ii. By replacing the standard, “395.0 sq.m” in subsection 15.271.2(b) with the standard, “445.0 sq.m”.

mm) Subsection 15.293.2(a) is amended by deleting “ratio” after residential floor area and by deleting the standard, “65%” and replacing it with “50 sq.m + 65% of the lot area”.

nn) Subsection 15.294.1(a) is amended by deleting the words, “Maximum allowable projection for an uncovered platform into a minimum rear yard” and replacing those with the words, “Maximum encroachment into the minimum rear yard for an uncovered platform”.

oo) Subsection 15.297.1(c) is deleted and replaced as follows:

“c) Maximum interior width of a private garage for lots with less than 12.0 metres of frontage: 6.0 m”.

pp) Section 15.302 is amended as follows:

i. By replacing the standard, “50% of the lot area” in subsection 15.302.2(c) with the standard, “50 sq.m + 50% of the lot area”.
ii. By replacing the standard, “41% of the lot area” in subsection 15.302.3(a) with the standard, “50 sq.m + 41% of the lot area”.
iii. By replacing the standard, “45% of the lot area” in subsection 15.302.4(a) with the standard, “50 sq.m + 45% of the lot area”.

qq) Subsection 15.313.1(a) is deleted and remaining subsections and cross-references are relettered accordingly.

rr) Section 15.317 is amended as follows:

i. By replacing the standard, “387.0 sq.m” in subsection 15.317.1(e) with the standard, “437.0 sq.m”.
ii. By replacing the standard, “80%” in subsection 15.317.3(a) with the standard, “90%”.
iii. By replacing the standard, “440.0 sq.m” in subsection 15.317.6(a) with the standard, “490.0 sq.m”.

ss) Section 15.318 is amended as follows:

i. By deleting “ratio” after residential floor area and by replacing the standard, “66%” in subsection 15.318.1(b) with the standard, “50.0 sq.m + 66% of the lot area”.
ii. By deleting subsection 15.318.3(e) in its entirety.

iii. By deleting subsection 15.318.4(e) in its entirety, and relettering subsection (f) to become subsection (e).
iv. By deleting "ratio" after residential floor area and by replacing the standard, "76%" in the first subsection 15.318.6(d) with the standard, "50 sq.m + 76% of the lot area".
v. By deleting subsection 15.318.6(k) in its entirety.
vi. By relettering the second subsection (d) in Section 15.318.6 to become subsection (e) and relettering all remaining subsections accordingly.

tt) Subsection 15.357.1(h) is amended by deleting the standard, "330.0 sq.m" and replacing it with the standard, "380.0 sq.m".

uu) Section 15.376 is amended as follows:

i. By deleting the zone category, "RL6" and replacing those with the zone category, "R4" throughout sections 15.376.1, 15.176.2 and 15.376.3..
ii. By deleting the words, "Private Garage Maximum Sizes" and replacing those with the words, "Maximum interior width of a Private Garage" in subsection 15.376.3(e).

vv) Subsection 15.382.1(f) is deleted and replaced as follows:

"f) Maximum interior width of a private garage: 6.0 m".

ww) Subsection 15.383.1(f) is deleted and replaced as follows:

"f) Maximum interior width of a private garage: 6.0 m".

xx) Section 15.388 is amended as follows:

i. By deleting "ratio" after residential floor area and by replacing the standard, "70%" in subsection 15.388.3(e) with the standard, "50 m^2 + 70% of the lot area".
ii. By deleting "ratio" after residential floor area and by replacing the standard, "70%, and shall not exceed 440 m^2 for lots having a lot area greater than 600 m^2" in the first subsection 15.388.4(e) with the standard, "50 m^2 + 70% of the lot area, and shall not exceed 450 m^2 for lots having a lot area greater than 600 m^2".
iii. By deleting "ratio" after residential floor area and by replacing the standard, "65%, and shall not exceed 440 m^2 for lots having a lot area greater than 600 m^2" in the first subsection 15.388.5(e) with

the standard, "50 m^2 + 65% of the lot area, and shall not exceed 450 m^2 for lots having a lot area greater than 600 m^2".

yy) Section 15.423 is deleted and replaced as follows:

i. By deleting the words "on Map 19(1)" and by replacing the standard, "260.0 m^2" in subsection 15.423.1(d) with the standard, "300.0 sq.m".
ii. By deleting subsection 15.423.1(f) in its entirety and replacing it with the following: "Maximum interior width of private garage: 6.0 m".
iii. By deleting the words "on Map 19(1)" and by replacing the standard, "250.0 m^2" in subsection 15.423.2(c) with the standard, "290.0 sq.m".
iv. By deleting subsection 15.423.2(e) in its entirety and replacing it with the following: "Maximum interior width of private garage: 6.0 m".

zz) New Sections 15.429.1(m) through (q) are added as follows:

"m) Minimum Residential Soft Landscaping Area as a Percentage of Total Lot Area: Shall not apply
n) Minimum Residential Soft Landscaping Area as a Percentage of the Front Yard and Flankage Yard: Shall not apply
o) Maximum lot coverage: Shall not apply
p) Minimum interior side yards: 0.6 m and 1.2 m"

aaa) New Sections 15.437.1(i) through (k) are added as follows:

"i) Maximum lot coverage for the dwelling where the detached dwelling is greater than 7.0 metres in height: 35%
j) Minimum Residential Soft Landscaping Area as a Percentage of Total Lot Area: Shall not apply
k) Minimum Residential Soft Landscaping Area as a Percentage of the Front Yard and Flankage Yard: Shall not apply"

bbb) New Sections 15.444.1(j) through (n) are added as follows:

"j) Minimum Residential Soft Landscaping Area as a Percentage of Total Lot Area: Shall not apply
k) Minimum Residential Soft Landscaping Area as a Percentage of the Front Yard and Flankage Yard: Shall not apply
l) Maximum lot coverage: Shall not apply

m) Minimum interior side yards: 0.6 m and 1.2 m”

ccc) New Sections 15.448, 15.449 and 15.450 are added as follows:

448 (Old RL11)	**Linked Dwellings**	Parent Zone: R6
Various Maps		(2026-___)

15.448.1	**Additional Permitted Uses**	
a)	*Dwelling, Linked*	
15.448.2	**Zone Provisions**	
The following regulations apply:		
a)	*Minimum lot area*	650.0 m^2
b)	*Minimum lot frontage*	18.0 m
c)	*Minimum front yard*	6.0 m
d)	*Minimum flankage yard*	3.5 m, which shall be reduced to 3.0 m on a corner lot where an *interior side yard* of 3.0 m or greater is provided
e)	Maximum *lot coverage*	35%
f)	The *minimum interior side yard* shall not apply for that portion of the *dwelling* sharing a wall below *grade*.	

449	**2252-2256 Munn’s Avenue**	Parent Zone: R5
Map 19(21)		(2026-___)

15.449.1 Additional Uses Permitted	
The following additional *use* is permitted:	
a)	*Townhouse dwellings*, which shall be subject to the standards of the Residential Medium 2 (RM2) *Zone*

450	**Trafalgar Road Heritage Conservation District (By-law 1994-134)**	Parent Zone: R3
Map 19(8)		(2026-___)

15.450.1 Zone Provisions for All Lands		
The following regulations apply to all lands:		
a)	Minimum *lot area*	500.0m²
b)	Minimum *lot frontage*	16.5m
c)	Maximum *height* for a *sloped roof*	9.0m
d)	The *minimum front yard* on all existing lots shall be the average of the *yards* abutting the same *road* established by the nearest *dwelling* on each side, plus 1.0m.	
e)	*Minimum front yard* for vacant *lot* on effective date of this By-law or newly created *lot* shall be the average of the *yards* abutting the same *road* established by the nearest *dwelling* on each side, plus 1.0m.	
f)	*Minimum interior side yard* and *flankage yard* regulations for a *dwelling* with an attached *private garage* shall be as shown below:	

Minimum Interior Side Yard and Flankage Yard Regulations for a Dwelling with an Attached Garage

1	2	3	4	5
A	**Scenario**	***Minimum flankage yard***	***Minimum interior side yard***	**Minimum aggregate total for**

				interior side yards of interior lots
1	Greater than or equal to 30.0 m in *lot frontage*	6.0 m	2.4 m	7.2 m
2	Equal to or greater than 25.0 m in *lot frontage* and less than 30.0 m in *lot frontage*	5.0 m	2.4 m	6.0 m
3	Equal to or greater than 20.0 m in *lot frontage* and less than 25.0 m in *lot frontage*	4.0 m	1.8 m	4.8 m
4	Equal to or greater than 15.0 m in *lot frontage* and less than 20.0 m in *lot frontage*	3.0 m	1.8 m	3.6 m
5	Equal to or less than 15.0 m in *lot frontage*	2.0 m	1.2 m	2.4 m

g) *Minimum interior side yard* and *flankage yard* regulations for a *dwelling* with a detached *private garage* or no *private garage* shall be as shown below*:*

Minimum Interior Side Yard and Flankage Yard Regulations for a Dwelling with a Detached Garage or no Garage

1	**2**	**3**	**4**	**5**
A	**Scenario**	***Minimum flankage yard***	***Minimum interior side yards***	**Minimum aggregate total for *interior side yards of interior lots***
1	Greater than or equal to 30.0 m in *lot frontage*	6.0 m	2.4 m & 3.0m	7.2 m
2	Equal to or greater than 25.0 m in *lot frontage* and less than 30.0 m in *lot frontage*	5.0 m	2.4 m & 3.0m	6.0 m
3	Equal to or greater than 20.0 m in *lot frontage* and less than 25.0 m in *lot frontage*	4.0 m	1.8 m & 3.0m	4.8 m
4	Equal to or greater than 15.0 m in *lot frontage*	3.0 m	1.8 m & 3.0m	4.8 m

	and less than 20.0 m in *lot frontage*			
5	Equal to or less than 15.0 m in *lot frontage*	2.0 m	1.2 m & 3.0m	4.2 m

h) The maximum *residential floor area ratio* shall be as shown below:

Maximum Residential Floor Area Ratio

1	**2**	**3**
A	***Lot Area***	**Maximum *Residential Floor Area Ratio***
1	349.99 m^2 or less	49%
2	350.00 m^2 – 449.99 m^2	47%
3	450.00 m^2 – 549.99 m^2	45%
4	550.00 m^2 – 649.99 m^2	43%
5	650.00 m^2 - 749.99 m^2	41%
6	750.00 m^2 - 849.99 m^2	40%
7	850.00 m^2 - 949.99 m^2	39%
8	950.00 m^2 - 1049.99 m^2	38%
9	1050.00 m^2 - 1149.99 m^2	37%
10	1150.00 m^2- 1249.99 m^2	35%
11	1250.00 m^2 - 1349.99 m^2	33%
12	1350.00 m^2 – 1449.99 m^2	31%
13	1450.00 m^2 and greater	29%

8. **Part 19, <u>Maps</u>** of Zoning By-law 2014-014 is amended by rezoning the lands as depicted on Schedule 'A' to this By-law.

PASSED this <Insert day > day of <June>, 2026

Rob Burton
Mayor

William Short
Town Clerk

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

Rezoned from RL2-0 to R2-0;
RL3 and RL5 to R3;
RL6 to R4;
RL5 sp:233 to R3 sp:233;
RL5 sp:380 to R3 sp:380; and
RL6 sp:296 to R4 sp:296

EXCERPT FROM MAP 19(1)

SCALE: 1:9,000

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

Rezoned from RL3-0 and RL5-0 to R3-0;
RL6 to R4; and
RL8 sp:423 to R6 sp:423

Rezoned from RL8 sp:103 to R3 sp:103;
RL8 sp:109 to R3 sp:109; and
RL8 sp:111 to R3 sp:111

Rezoned from RL8 and RL8 sp:123 to R3 sp:123

Rezoned from RL3-0 to R3 sp:123

EXCERPT FROM MAP 19(1)

SCALE: 1:7,000

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

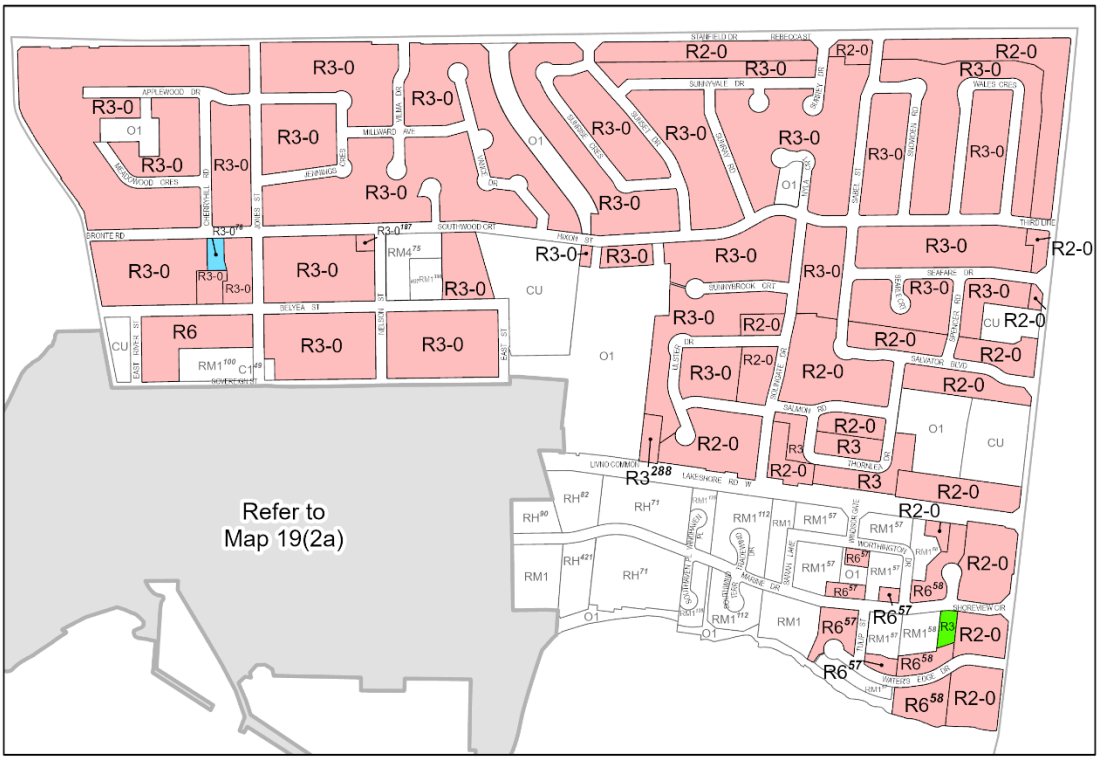
Rezoned from RL2-0 to R2-0;
RL3 to R3;
RL3-0, RL4-0, and RL5-0 to R3-0;
RL8 to R6;
RL2 sp:132 to R2 sp:132;
RL2-0 sp:94 to R2-0 sp:94;
RL3 sp:104 to R3 sp:104;
RL3-0 sp:93 to R3-0 sp:93;
RL5-0 sp:357 to R3-0 sp:357;
RL6 sp:297 to R4 sp:297;
RL7 sp:95 to R5 sp:95; and
RL8 sp:209 to R6 sp:209

Rezoned from RL8-0 to R3-0

EXCERPT FROM MAP 19(1)

SCALE: 1:9,000

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

Rezoned from RL2-0 to R2-0;
RL3 to R3;
RL3-0 and RL5-0 to R3-0;
RL8 to R6;
RL3 sp:288 to R3 sp:288;
RL5-0 sp:187 to R3-0 sp:187;
RL9 sp:57 to R6 sp:57; and
RL9 sp:58 to R6 sp:58

Rezoned from RL3-0 to R3-0 sp:78

Rezoned from RL10 to R3

EXCERPT FROM MAP 19(2)

SCALE: 1:10,000

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

Rezoned from RL2-0 to R2-0;
RL3 to R3;
RL3-0 to R3-0;
RL8-0 to R6-0;
RL5 sp:152 to R3 sp:152; and
RL9 sp:113 to R6 sp:113

EXCERPT FROM MAP 19(2a)

SCALE: 1:3,000

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

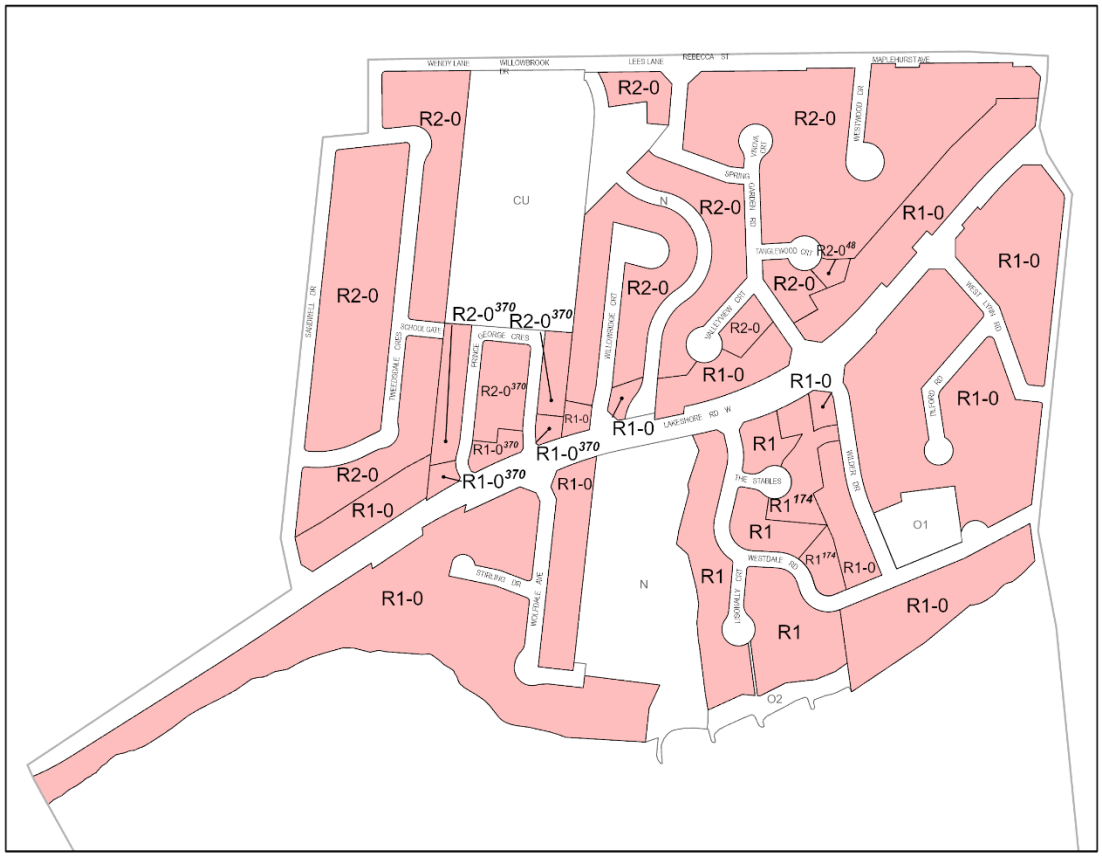
Rezoned from RL1-0 to R1-0;
RL2-0 to R2-0;
RL2 sp:419 to R2 sp:419;
RL2-0 sp:294 to R2-0 sp:294;
RL5-0 sp:293 to R3-0 sp:293; and
RL7 sp:420 to R5 sp:420

Rezoned from RL5-0 sp:164 to R5-0 sp:164

EXCERPT FROM MAP 19(3)

SCALE: 1:7,000

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

Rezoned from RL1 to R1;
RL1-0 to R1-0;
RL2-0 to R2-0;
RL1 sp:174 to R1 sp:174;
RL1-0 sp:370 to R1-0 sp:370;
RL2-0 sp:370 to R2-0 sp:370; and
RL2-0 sp:48 to R2-0 sp:48

EXCERPT FROM MAP 19(3)

SCALE: 1:7,000

SCHEDULE "A"
To By-law 2026-XXX



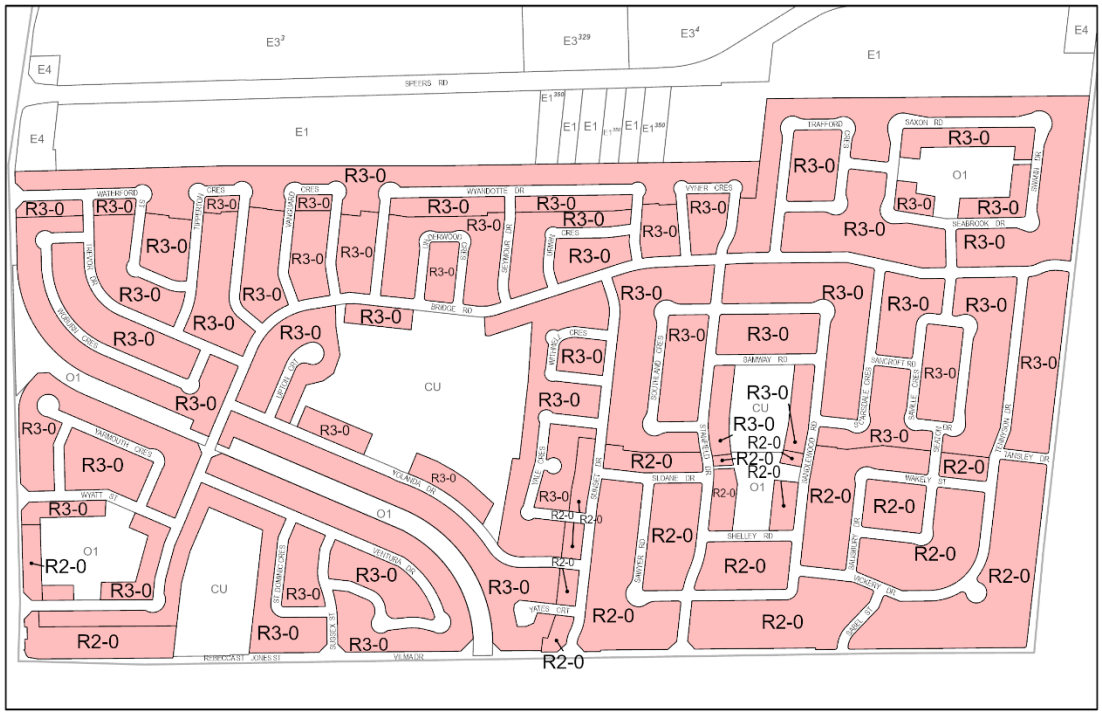
AMENDMENT TO BY-LAW 2014-014

Rezoned from RL2-0 to R2-0; RL3-0 and RL5-0 to R3-0; and RL5 to R3

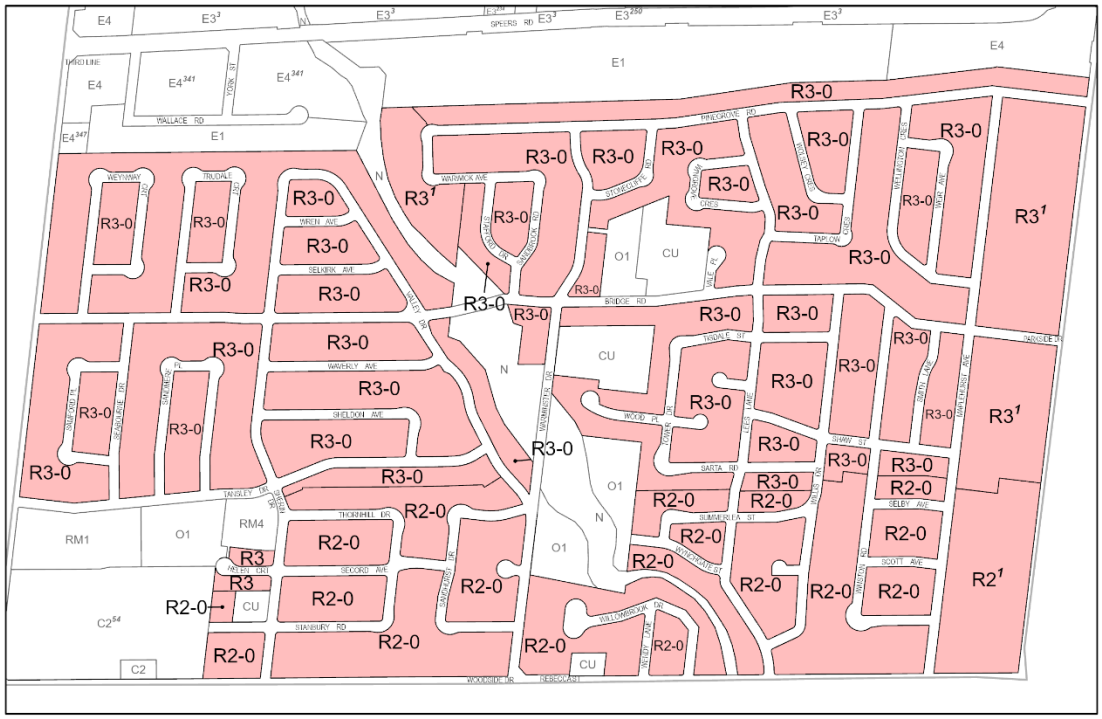
EXCERPT FROM MAP 19(4)

SCALE: 1:5,000

SCHEDULE "A"
To By-law 2026-XXX


SPEERS RD
E4
E1
E3
E3329
E3
E3
E1
E1
E1

SCHEDULE "A"
To By-law 2026-XXX



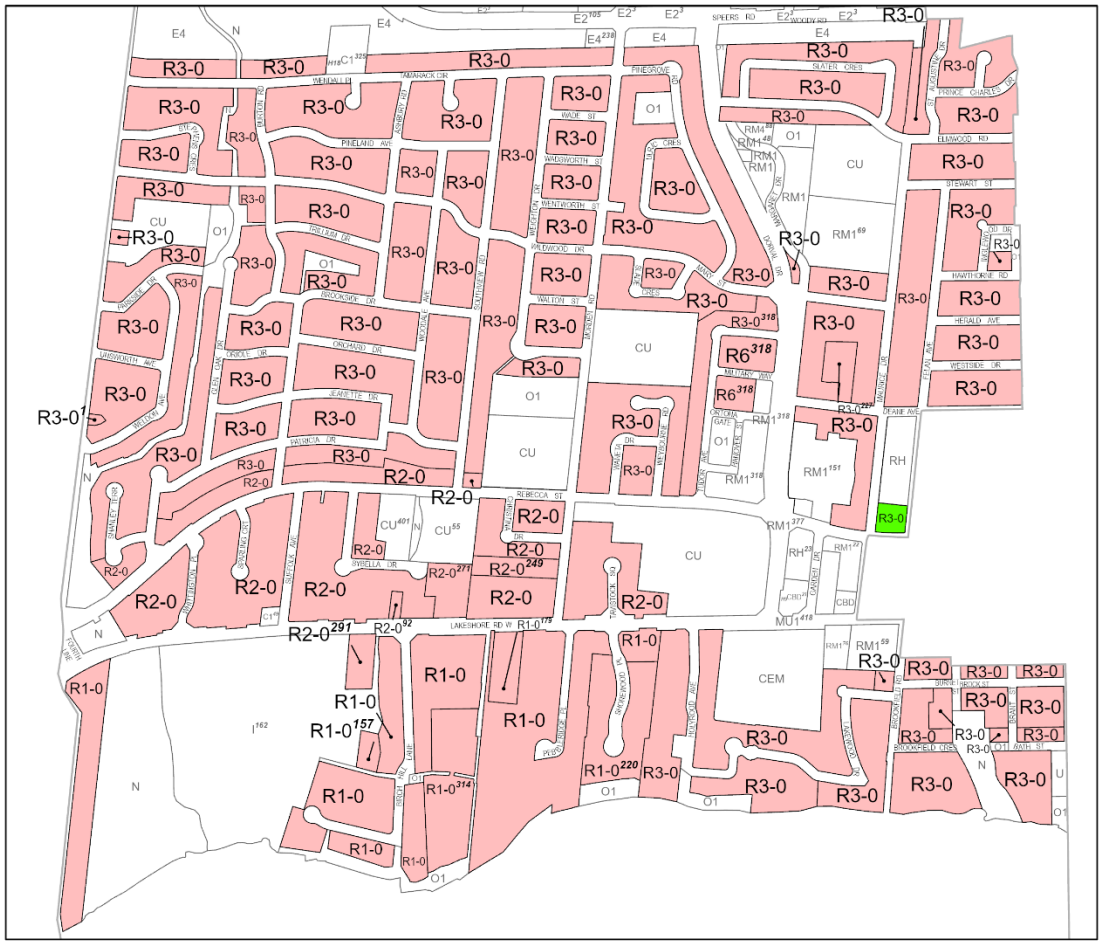
AMENDMENT TO BY-LAW 2014-014

Rezoned from RL2-0 to R2-0;
RL3 to R3;
RL3-0 to R3-0;
RL2 sp:1 to R2 sp:1; and
RL3 sp:1 to R3 sp:1

EXCERPT FROM MAP 19(6)

SCALE: 1:11,000

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

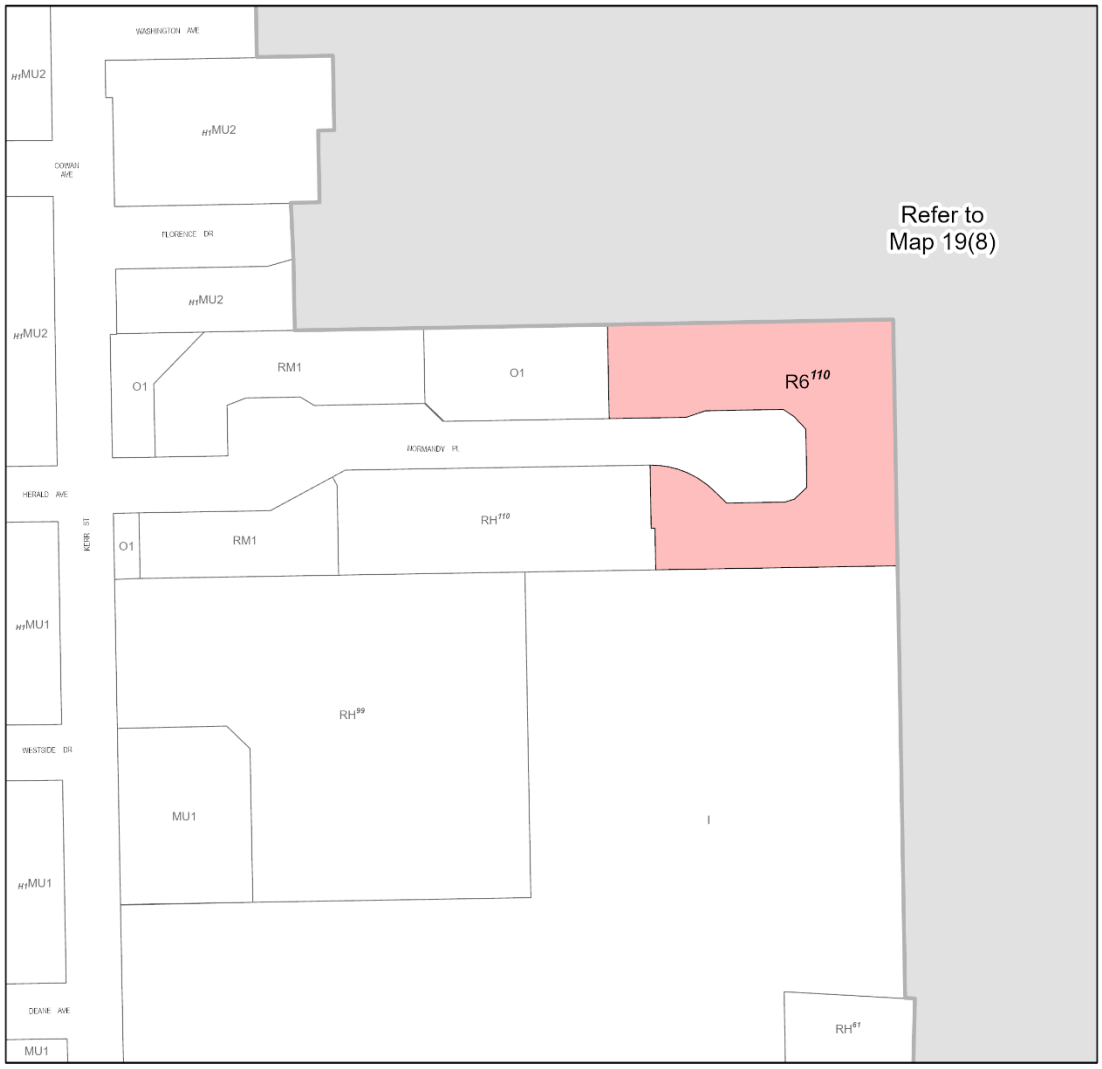
Rezoned from RL1-0 to R1-0;
RL2-0 to R2-0;
RL3-0, RL4-0 and RL5-0 to R3-0;
RL1-0 sp:157 to R1-0 sp:157;
RL1-0 sp:179 to R1-0 sp:179;
RL1-0 sp:220 to R1-0 sp:220;
RL1-0 sp:314 to R1-0 sp:314;
RL2-0 sp:249 to R2-0 sp:249;
RL2-0 sp:271 to R2-0 sp:271;
RL2-0 sp:291 to R2-0 sp:291;
RL2-0 sp:92 to R2-0 sp:92;
RL3-0 sp:1 to R3-0 sp:1;
RL3-0 sp:227 to R3-0 sp:227;
RL3-0 sp:318 to R3-0 sp:318; and
RL8 sp:318 to R6 sp:318

Rezoned from RL10-0 to R3-0

EXCERPT FROM MAP 19(7)

SCALE: 1:11,500

SCHEDULE "A"
To By-law 2026-XXX



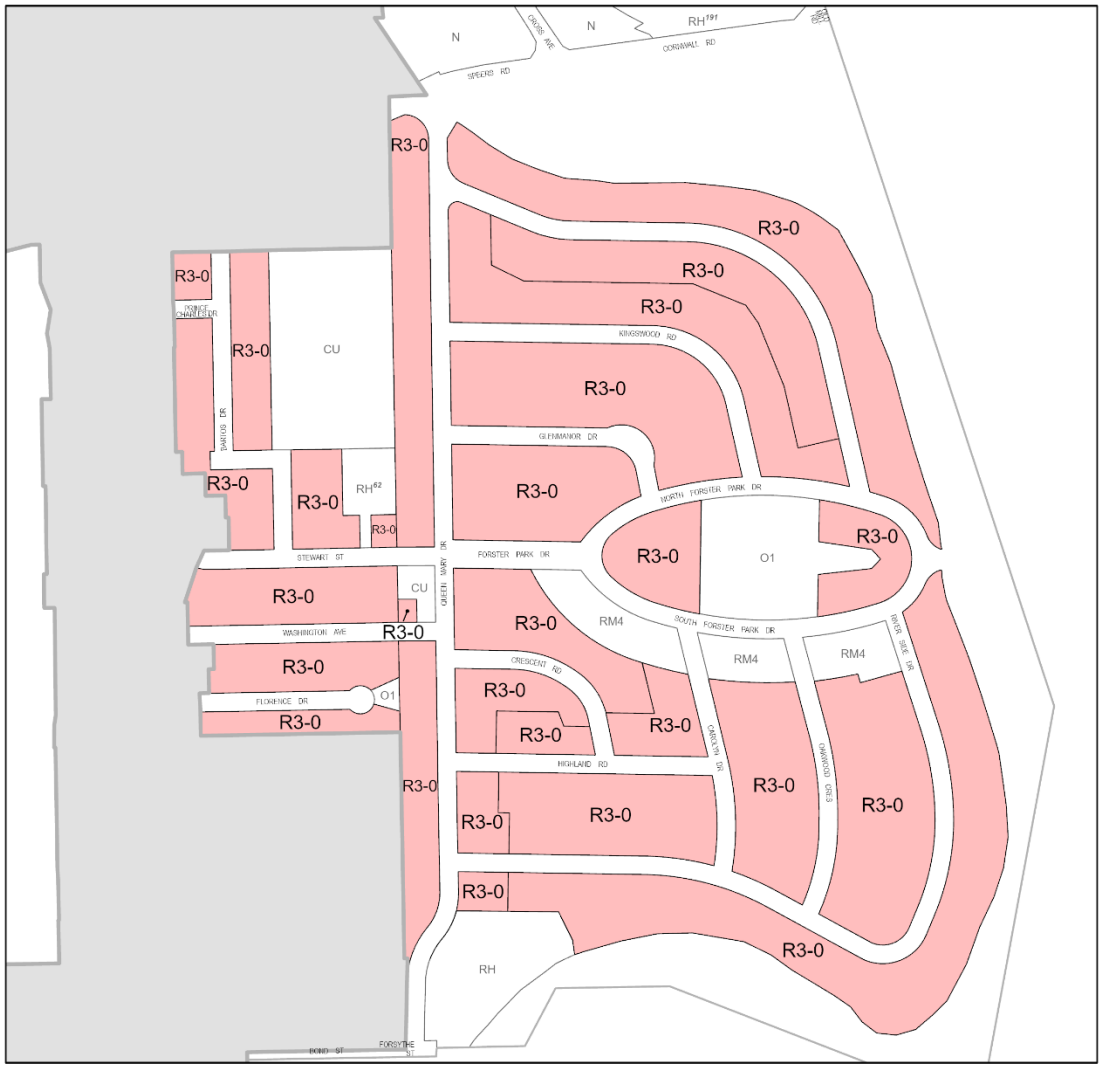
AMENDMENT TO BY-LAW 2014-014

Rezoned from RL9 sp:110 to R6 sp:110

EXCERPT FROM MAP 19(7a)

SCALE: 1:2,000

SCHEDULE "A"
To By-law 2026-XXX



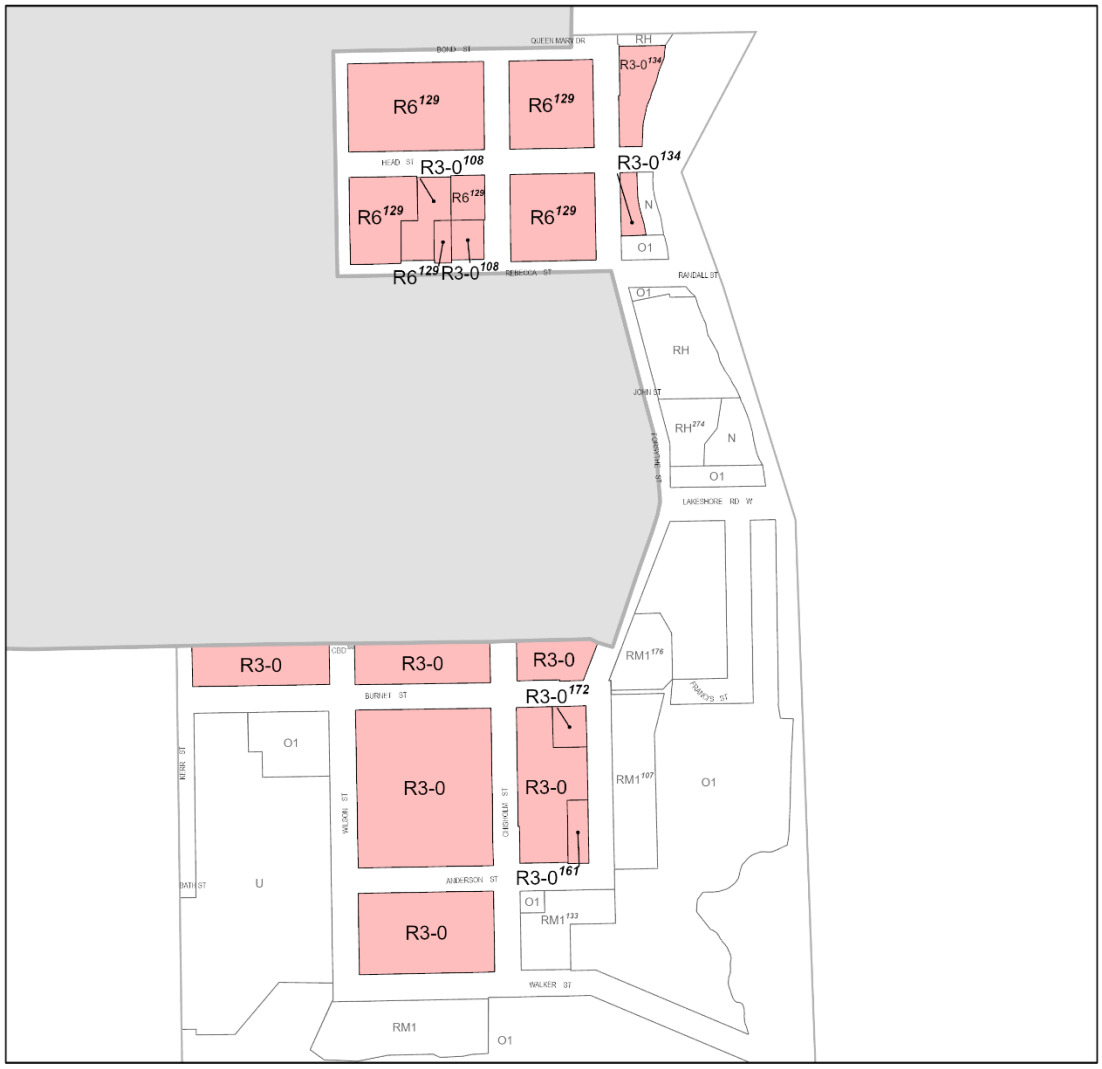
AMENDMENT TO BY-LAW 2014-014

Rezoned from RL3-0, RL4-0, and RL5-0 to R3-0;
RL5-0 sp:134 to R3-0 sp:134;
RL8 sp:129 to R6 sp:129; and
RL9 sp:110 to R6 sp:110

EXCERPT FROM MAP 19(8)

SCALE: 1:6,000

SCHEDULE "A"
To By-law 2026-XXX



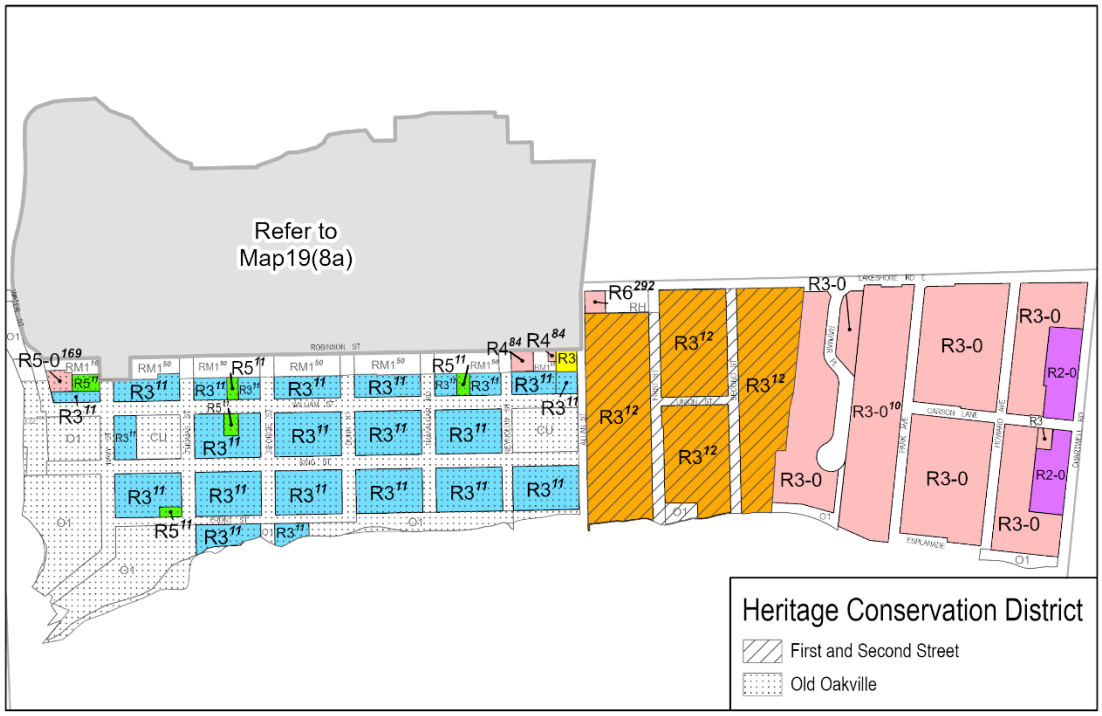
AMENDMENT TO BY-LAW 2014-014

Rezoned from RL5-0 to R3-0;
RL5-0 sp:108 to R3-0 sp:108;
RL5-0 sp:134 to R3-0 sp:134;
RL5-0 sp:161 to R3-0 sp:161;
RL5-0 sp:172 to R3-0 sp:172; and
RL8 sp:129 to R6 sp:129

EXCERPT FROM MAP 19(8)

SCALE: 1:4,000

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

Rezoned from RL3 to R3;
RL3-0 to R3-0;
RL3-0 sp:10 to R3-0 sp:10;
RL6 sp:84 to R4 sp:84;
RL7-0 sp:169 to R5-0 sp:169; and
RL9 sp:292 to R6 sp:292

Rezoned RL3-0 to R2-0

Rezoned from RL6 sp:11 to R3

Rezoned from RL3 sp:11, RL3 sp:12, RL5 sp:11, and RL7-0 to R3 sp:11

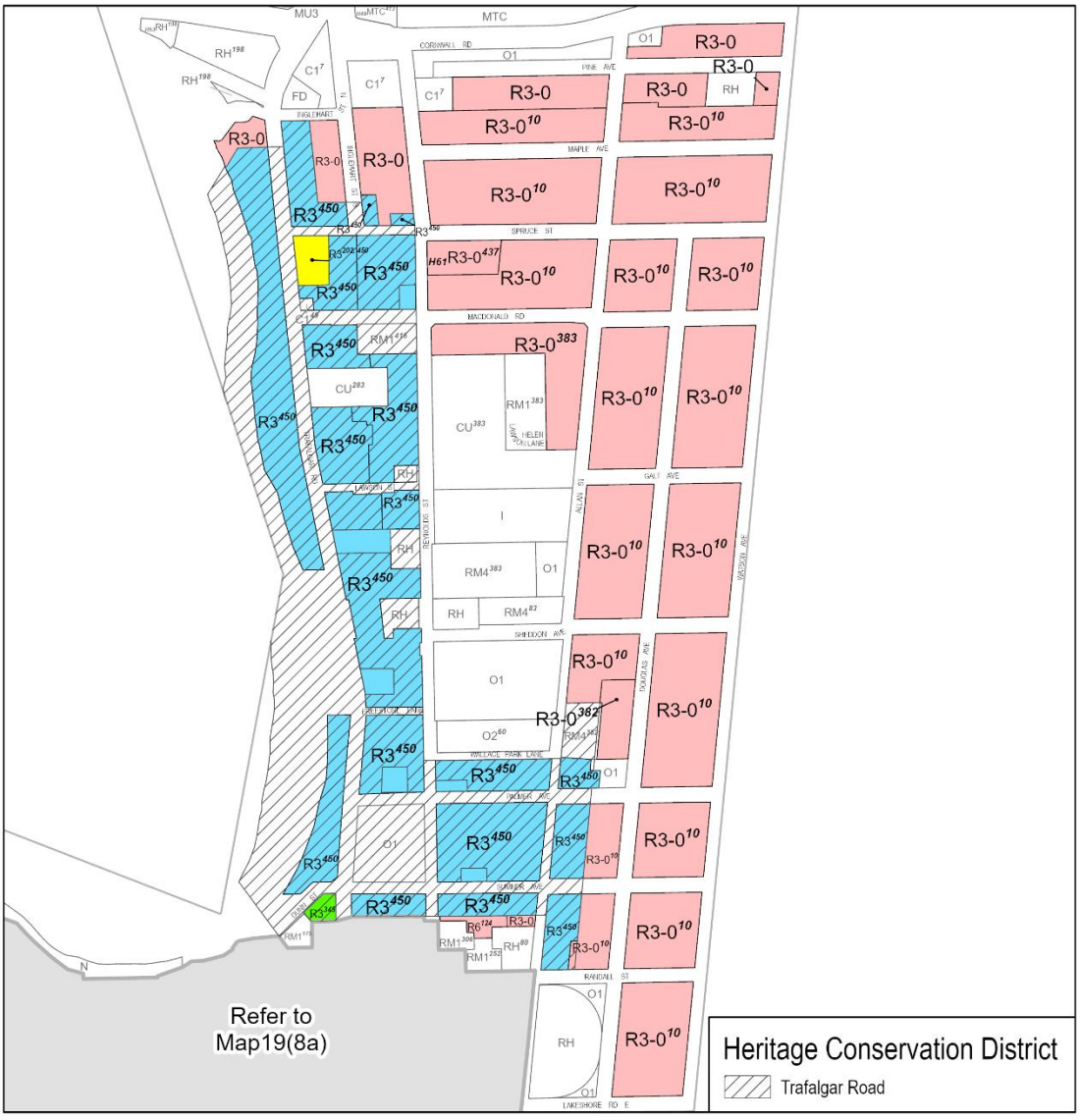
Rezoned from RL3 sp:12 to R3 sp:12

Rezoned from RL3 sp:11 and RL7-0 to R5 sp:11

EXCERPT FROM MAP 19(8)

SCALE: 1:8,000

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

Rezoned from RL4-0 and RL5-0 to R3-0;
H61-RL3-0 sp: 437 to H61-R3-0 sp:437;
RL3-0 sp:10 to R3-0 sp:10;
RL3-0 sp:382 to R3-0 sp:382;
RL3-0 sp:383 to R3-0 sp:383; and
RL8 sp:124 to R6 sp:124

Rezoned from RL4-0 sp:345 to R3 sp:345

Rezoned from RL4-0 sp:202 to R3 sp:202, 450

Rezoned from RL3-0 sp:10, RL4-0, and RL5-0 to R3 sp:450

EXCERPT FROM MAP 19(8)

SCALE: 1:7,000

SCHEDULE "A"
To By-law 2026-XXX



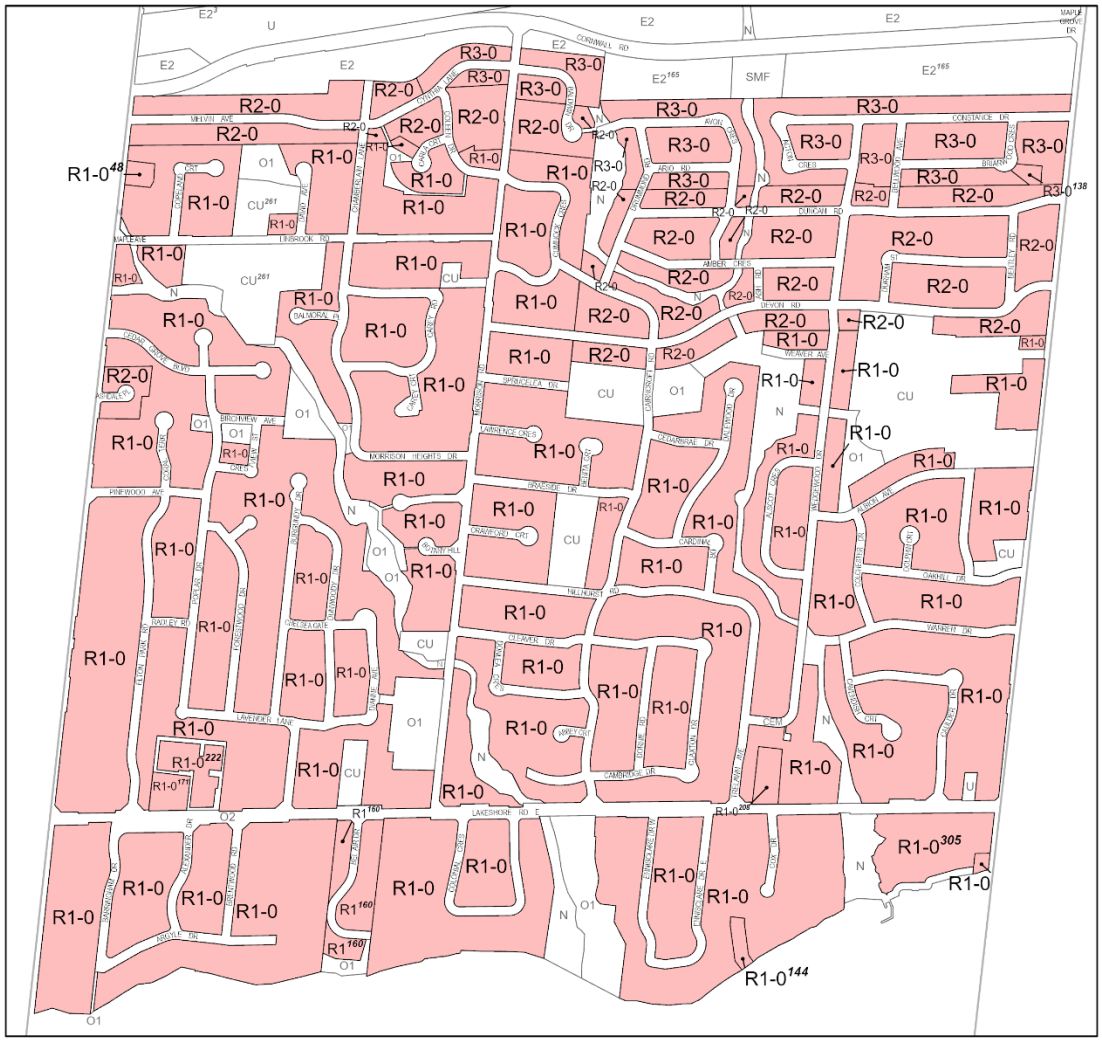
AMENDMENT TO BY-LAW 2014-014

Rezoned from RL1-0 to R1-0;
RL2-0 to R2-0;
RL3 and RL5 to R3;
RL3-0 and RL5-0 to R3-0
RL1-0 sp:102 to R1-0 sp:102;
RL2-0 sp:302 to R2-0 sp:302; and
RL3-0 sp:10 to R3-0 sp:10

EXCERPT FROM MAP 19(8)

SCALE: 1:8,000

SCHEDULE "A"
To By-law 2026-XXX



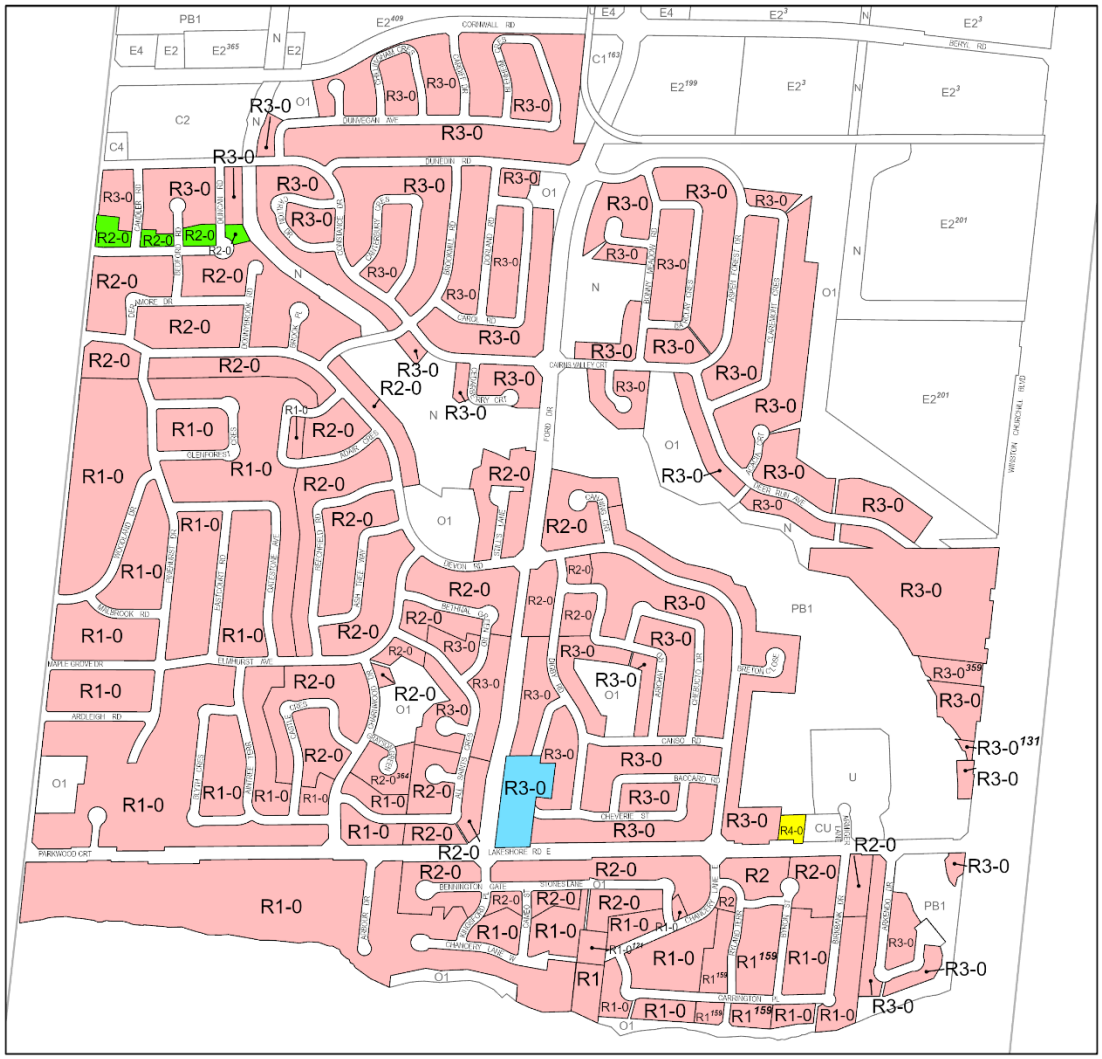
AMENDMENT TO BY-LAW 2014-014

Rezoned from RL1-0 to R1-0;
RL2-0 to R2-0;
RL3-0 to R3-0;
RL1 sp:160 to R1 sp:160;
RL1-0 sp:144 to R1-0 sp:144;
RL1-0 sp:171 to R1-0 sp:171;
RL1-0 sp:208 to R1-0 sp:208;
RL1-0 sp:222 to R1-0 sp:222;
RL1-0 sp:305 to R1-0 sp:305;
RL1-0 sp:48 to R1-0 sp:48; and
RL3-0 sp:138 to R3-0 sp:138

EXCERPT FROM MAP 19(9)

SCALE: 1:12,000

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

Rezoned from RL1 to R1;
RL1-0 to R1-0;
RL2 to R2;
RL2-0 to R2-0;
RL3-0 and RL4-0 to R3-0;
RL1 sp:159 to R1 sp:159;
RL1-0 sp:121 to R1-0 sp:121;
RL2-0 sp:364 to R2-0 sp:364;
RL3-0 sp:131 to R3-0 sp:131; and
RL3-0 sp:359 to R3-0 sp:359

Rezoned from RL3-0 to R2-0

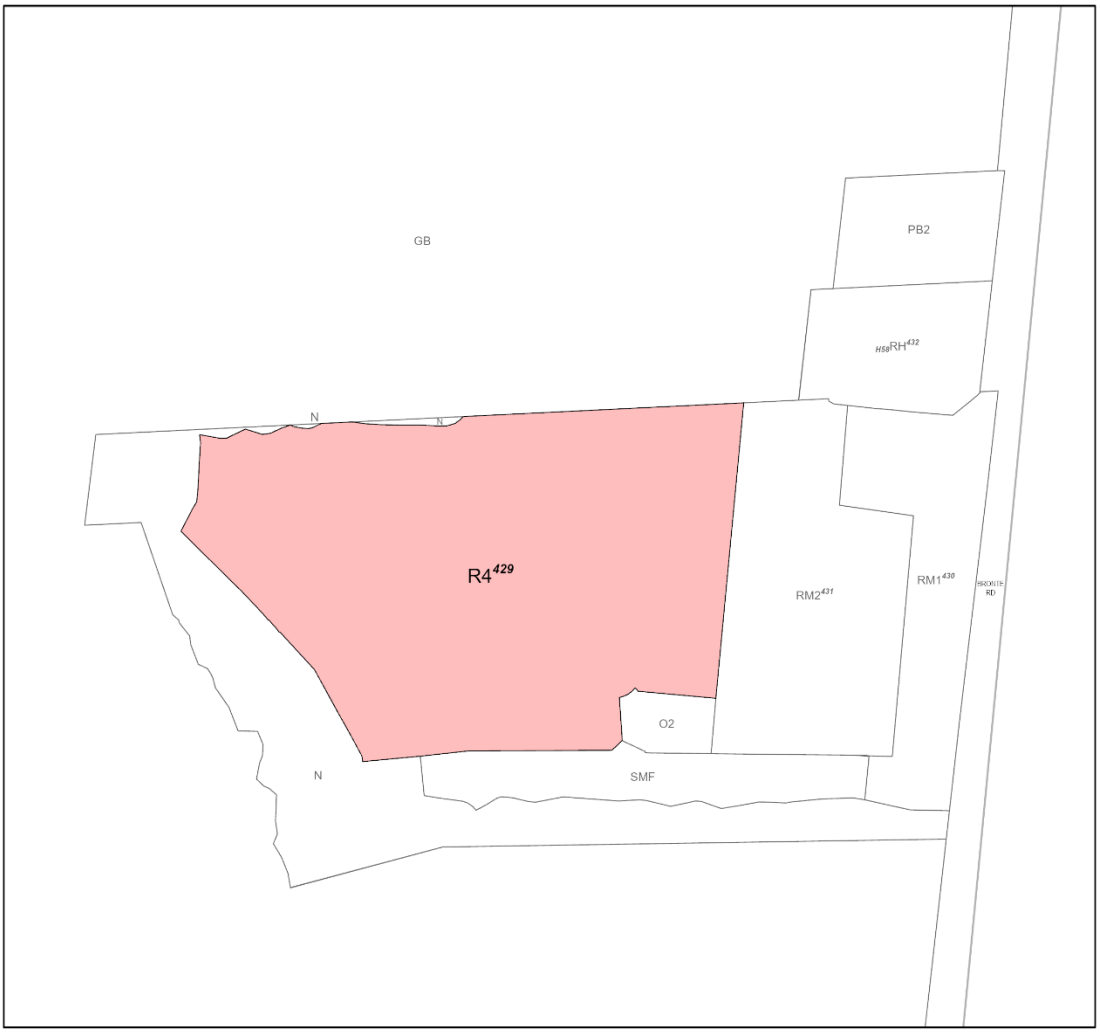
Rezoned from RL3-0 sp:158 to R3-0

Rezoned from RL4-0 to R4-0

EXCERPT FROM MAP 19(10)

SCALE: 1:12,000

SCHEDULE "A"
To By-law 2026-XXX



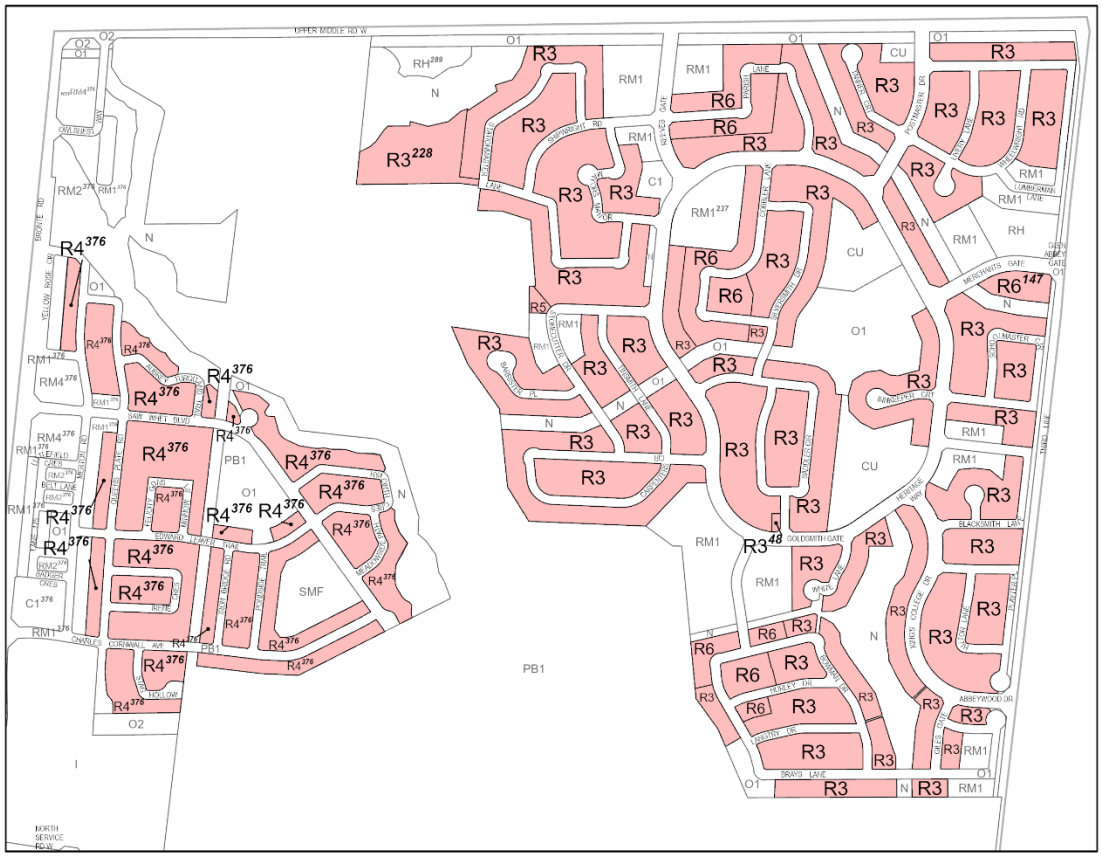
AMENDMENT TO BY-LAW 2014-014

Rezoned from RL6 sp:429 to R4 sp:429

EXCERPT FROM MAP 19(11)

SCALE: 1:2,500

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

Rezoned from RL4 and RL5 to R3;
RL7 to R5;
RL8 to R6;
RL5 sp:228 to R3 sp:228;
RL5 sp:48 to R3 sp:48;
RL6 sp:376 to R4 sp:376; and
RL9 sp:147 to R6 sp:147

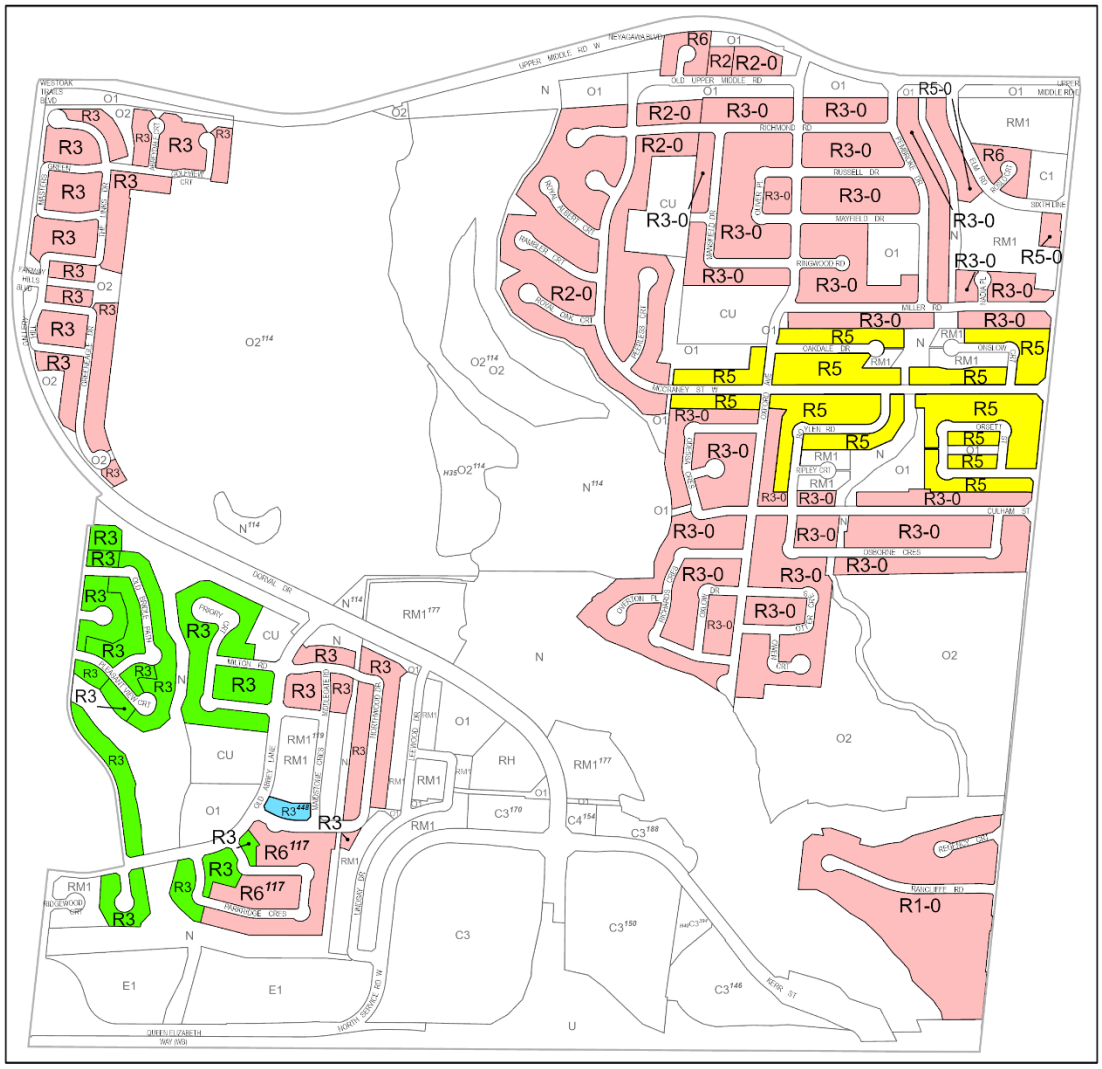
EXCERPT FROM MAP 19(12)

SCALE: 1:11,000

SCHEDULE "A"
To By-law 2026-XXX


SLOUGHFIELD DR
UPPER MIDDLE RD W
DORVAL DR
WESTOAK TRAILS BLVD
ALDERCREST CRT
GLEN ABBEY GATE
CLARITA CRT
PARKWAY CRES
PILGRIMS WAY
CLEARMEADOW CRT
CLEARMEADOW TRAIL
CLEARMEADOW DR
WILLOW TERR
HEATHFIELD CRES
WINDERMERE DR
WINDERMERE CRT
SPRINGWOOD DR
SPRINGWOOD CRT
SPRINGWOOD LANE
WINDERMERE LANE
CLEARMEADOW LANE
CLEARMEADOW PL
CLEARMEADOW TRAIL
CLEARMEADOW CRES
CLEARMEADOW DR
ABBEYWOOD DR
ABBEYWOOD CRT
ABBEYWOOD TRAIL
COBBLESTONE GATE
FAIRFIELD PL
FIELDCREST LANE
FIELDCREST CRT
FIELDCREST DR
STONEYBROOK CRT
STONEYBROOK DR
SNOWWOOD LANE
OLD ELGIN DR
BRENTSPIRE GATE
CEDARCREST CRT
GREENBRIAR DR
MEADOWSTONE CRES
MEADOWSTONE DR
MEADOWSTONE CRT
MEADOWSTONE PL
MEADOWSTONE TRAIL
MEADOWSTONE LANE
MEADOWSTONE CIRCLE
MEADOWSTONE WAY
MEADOWSTONE GATE
MEADOWSTONE CRES
MEADOWSTONE PARK
MEADOWSTONE PARK CRES
MEADOWSTONE PARK DR
MEADOWSTONE PARK CRT
MEADOWSTONE PARK PL
MEADOWSTONE PARK TRAIL
MEADOWSTONE PARK LANE
MEADOWSTONE PARK CIRCLE
MEADOWSTONE PARK WAY
MEADOWSTONE PARK GATE

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

- Rezoned from RL1-0 to R1-0;
  RL2 to R2;
  RL2-0 to R2-0;
  RL3 and RL5 to R3;
  RL3-0 and RL5-0 to R3-0;
  RL7-0 to R5-0;
  RL8 to R6; and
  RL9 sp:117 to R6 sp:117
- Rezoned from RL3 sp:116, RL4 sp:116, and RL5 sp:116 to R3
- Rezoned from RL9 sp:117 to R3 sp:448
- Rezoned from RL7 sp:78 to R5

EXCERPT FROM MAP 19(14)

SCALE: 1:12,000

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

Rezoned from RL2-0 to R2-0;
RL3 to R3;
RL3-0 and RL5-0 to R3-0;
RL7 to R5;
RL7-0 to R5-0;
RL8-0 to R6-0;
RL3-0 sp:48 to R3-0 sp:48;
RL5 sp:115 to R3 sp:115;
RL7-0 sp:48 to R5-0 sp:48; and
RL8 sp:344 to R6 sp:344

Rezoned from RL3-0 to R2-0

EXCERPT FROM MAP 19(15)

SCALE: 1:12,000

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

Rezoned from RL2-0 to R2-0;
RL3 and RL5 to R3;
RL7 to R5;
RL7-0 to R5-0;
RL8 to R6; and
RL7 sp:97 to R5 sp:97

Rezoned from RL11 to R6 sp:448

EXCERPT FROM MAP 19(16)

SCALE: 1:7,000

SCHEDULE "A"
To By-law 2026-XXX



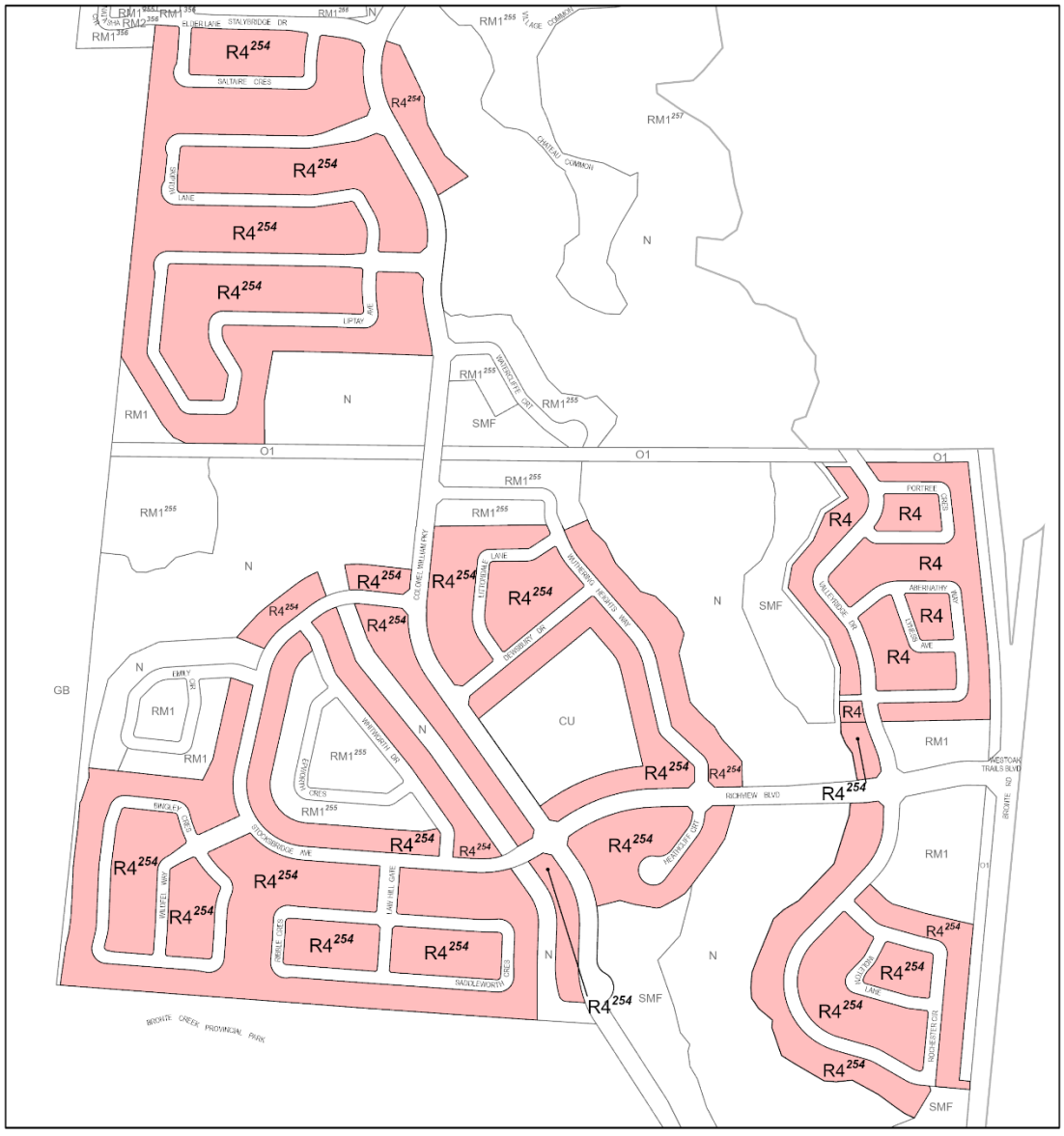
AMENDMENT TO BY-LAW 2014-014

Rezoned from RL3 and RL5 to R3; and
RL8 to R6

EXCERPT FROM MAP 19(17)

SCALE: 1:8,000

SCHEDULE "A"
To By-law 2026-XXX



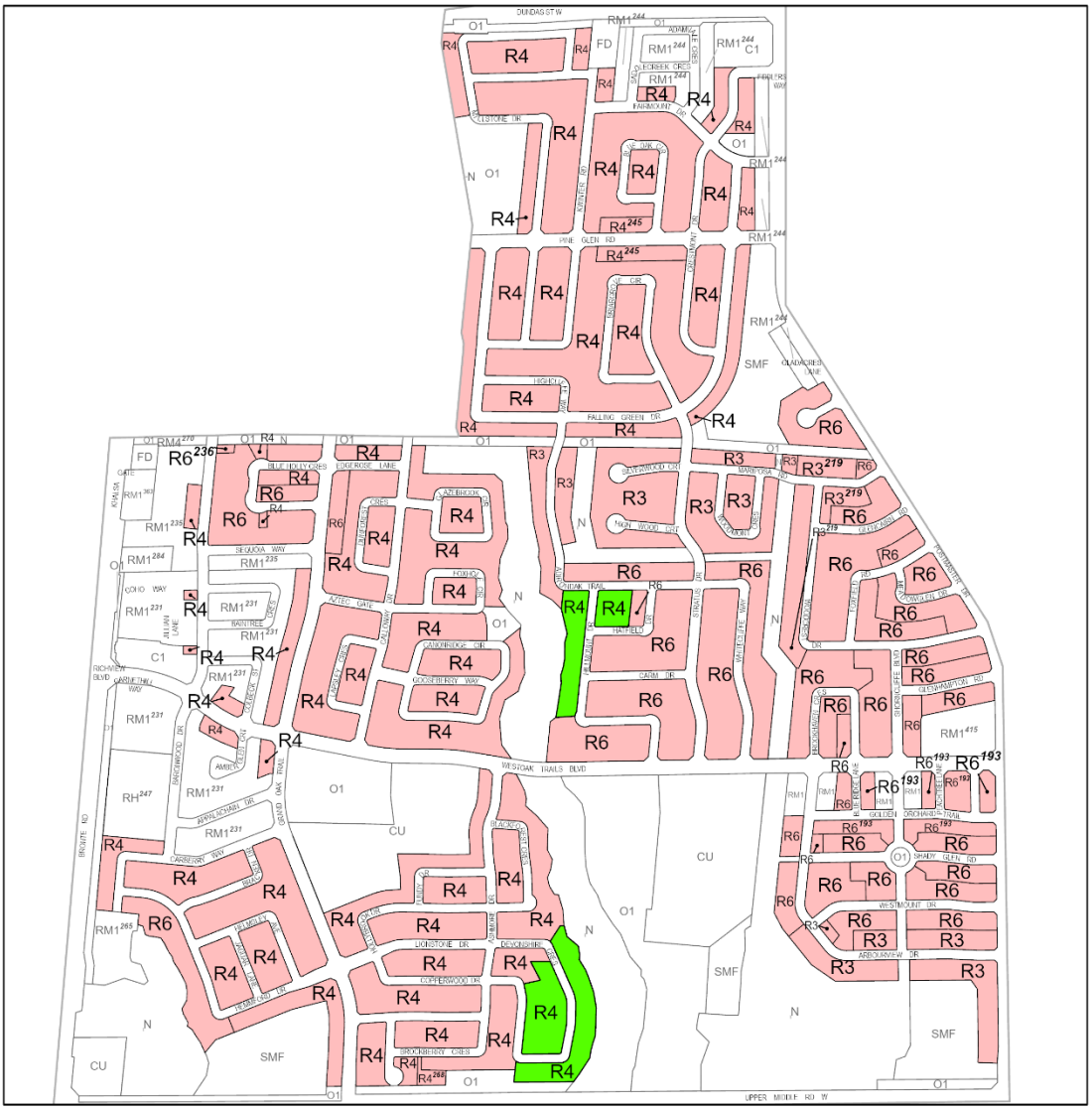
AMENDMENT TO BY-LAW 2014-014

Rezoned from RL6 to R4;
RL6 sp:254 to R4 sp:254; and
RL6 sp:256 to R4 sp:256

EXCERPT FROM MAP 19(18)

SCALE: 1:7,000

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

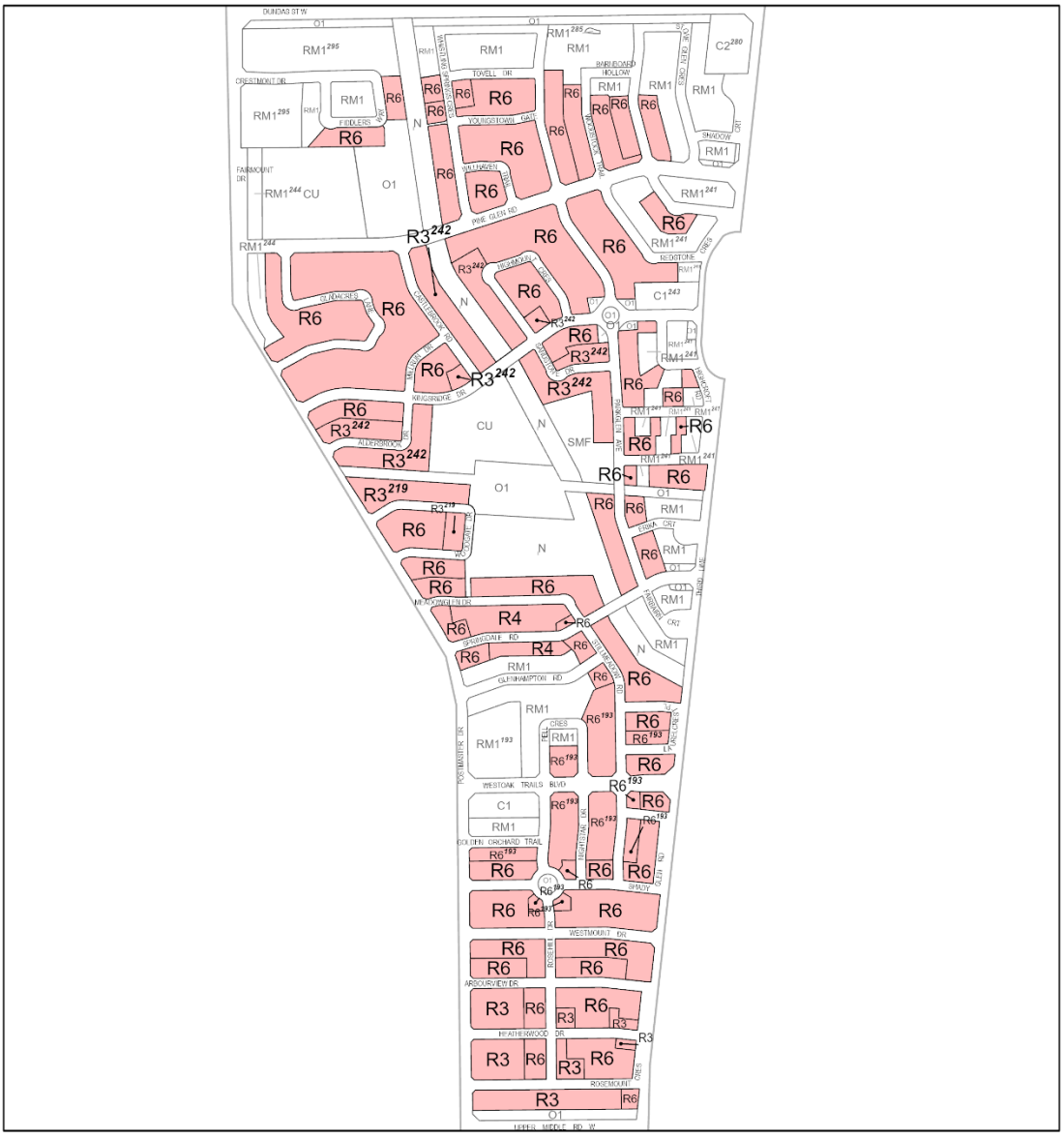
Rezoned from RL4 and RL5 to R3;
RL6 to R4;
RL8 and RL9 to R6;
RL5 sp:219 to R3 sp:219;
RL6 sp:245 to R4 sp:245;
RL6 sp:268 to R4 sp:268;
RL8 sp:236 to R6 sp:236; and
RL9 sp:193 to R6 sp:193

Rezoned from RL8 to R4

EXCERPT FROM MAP 19(19)

SCALE: 1:10,000

SCHEDULE "A"
To By-law 2026-XXX



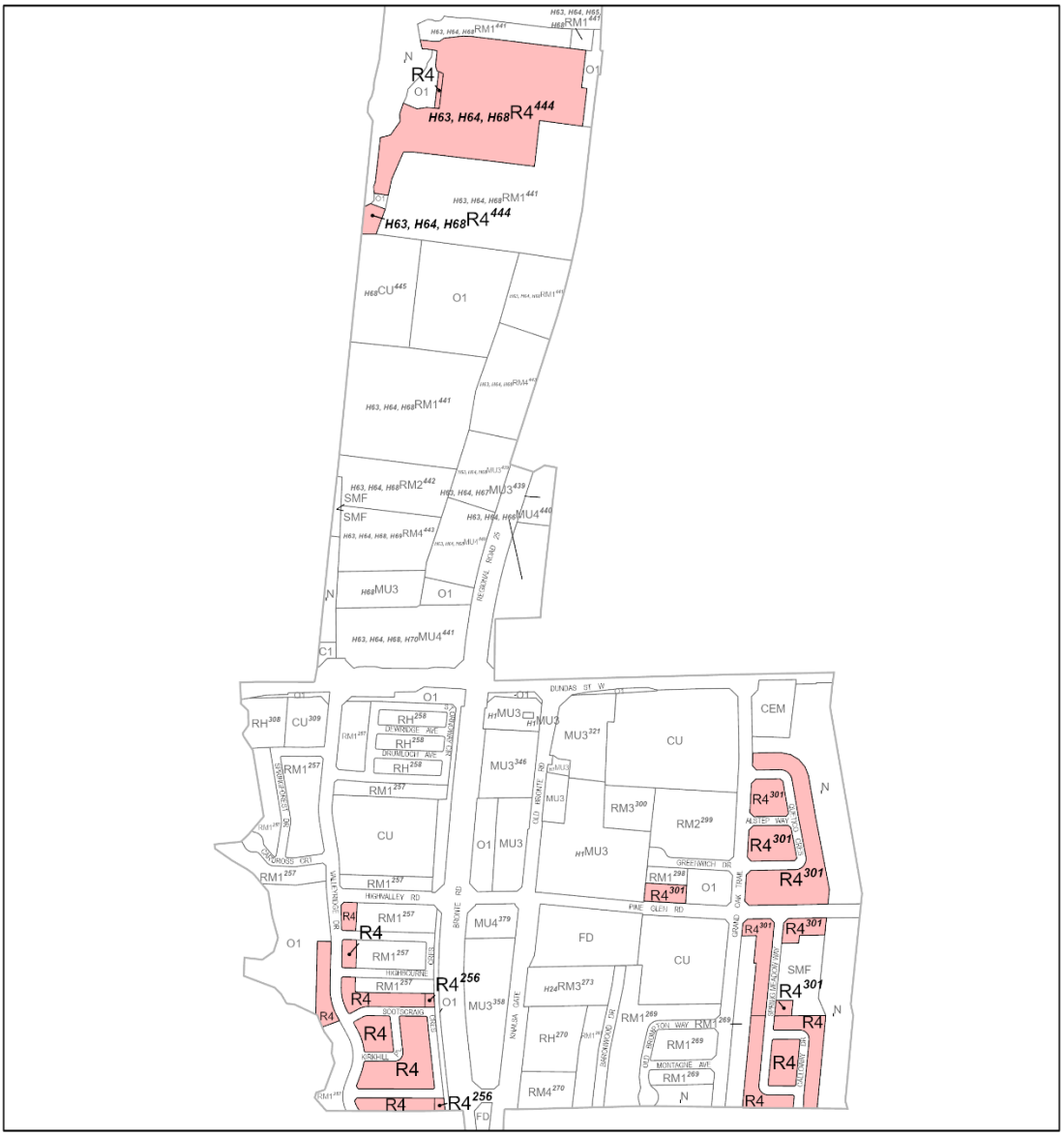
AMENDMENT TO BY-LAW 2014-014

Rezoned from RL5 to R3;
RL6 to R4;
RL8 and RL9 to R6;
RL5 sp:219 to R3 sp:219;
RL5 sp:242 to R3 sp:242; and
RL9 sp:193 to R6 sp:193

EXCERPT FROM MAP 19(19)

SCALE: 1:9,500

SCHEDULE "A"
To By-law 2026-XXX



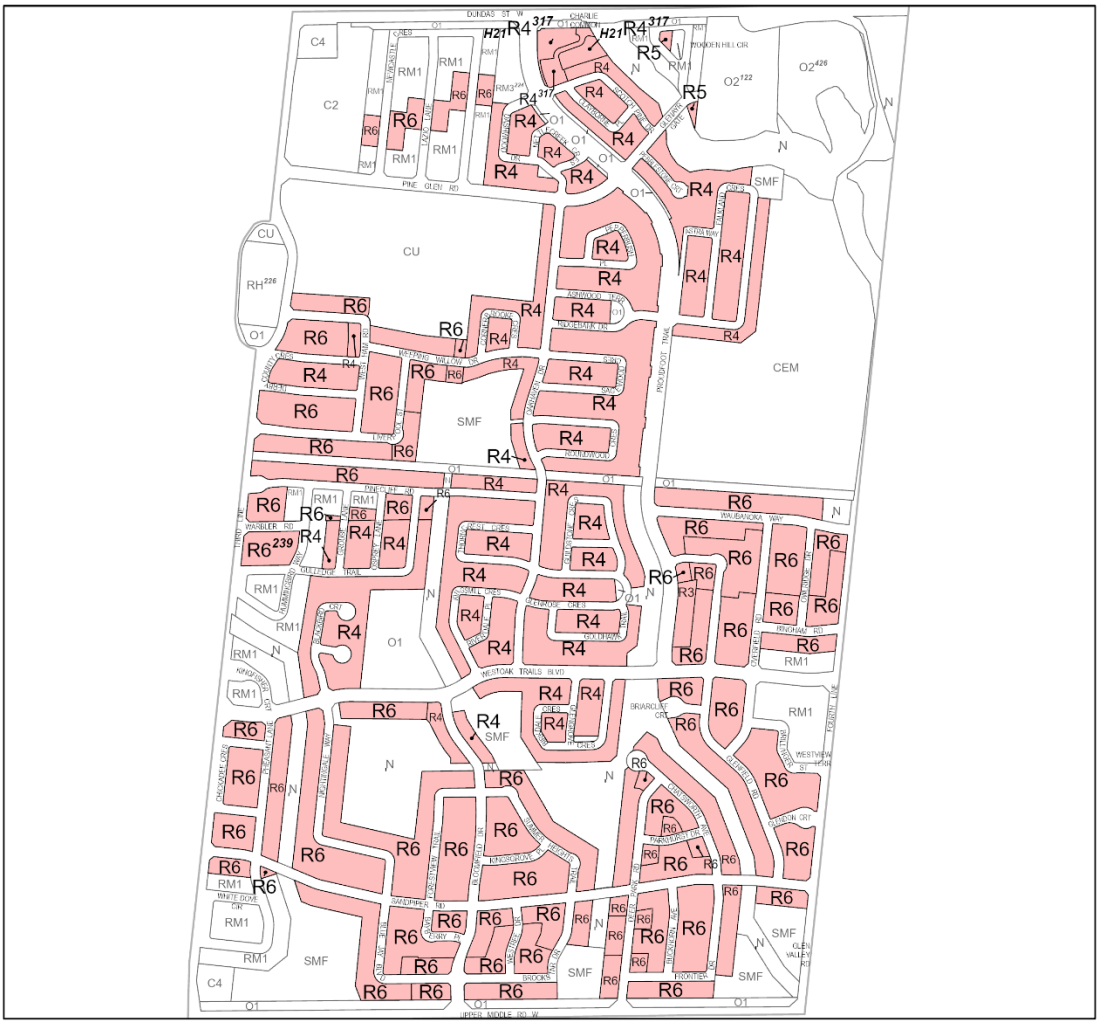
AMENDMENT TO BY-LAW 2014-014

Rezoned from RL6 to R4;
H63, H64, H68-RL6 sp:444 to
H63, H64, H68-R4 sp:444;
RL6 sp:256 to R4 sp:256; and
RL6 sp:301 to R4 sp:301

EXCERPT FROM MAP 19(19a)

SCALE: 1:9,500

SCHEDULE "A"
To By-law 2026-XXX



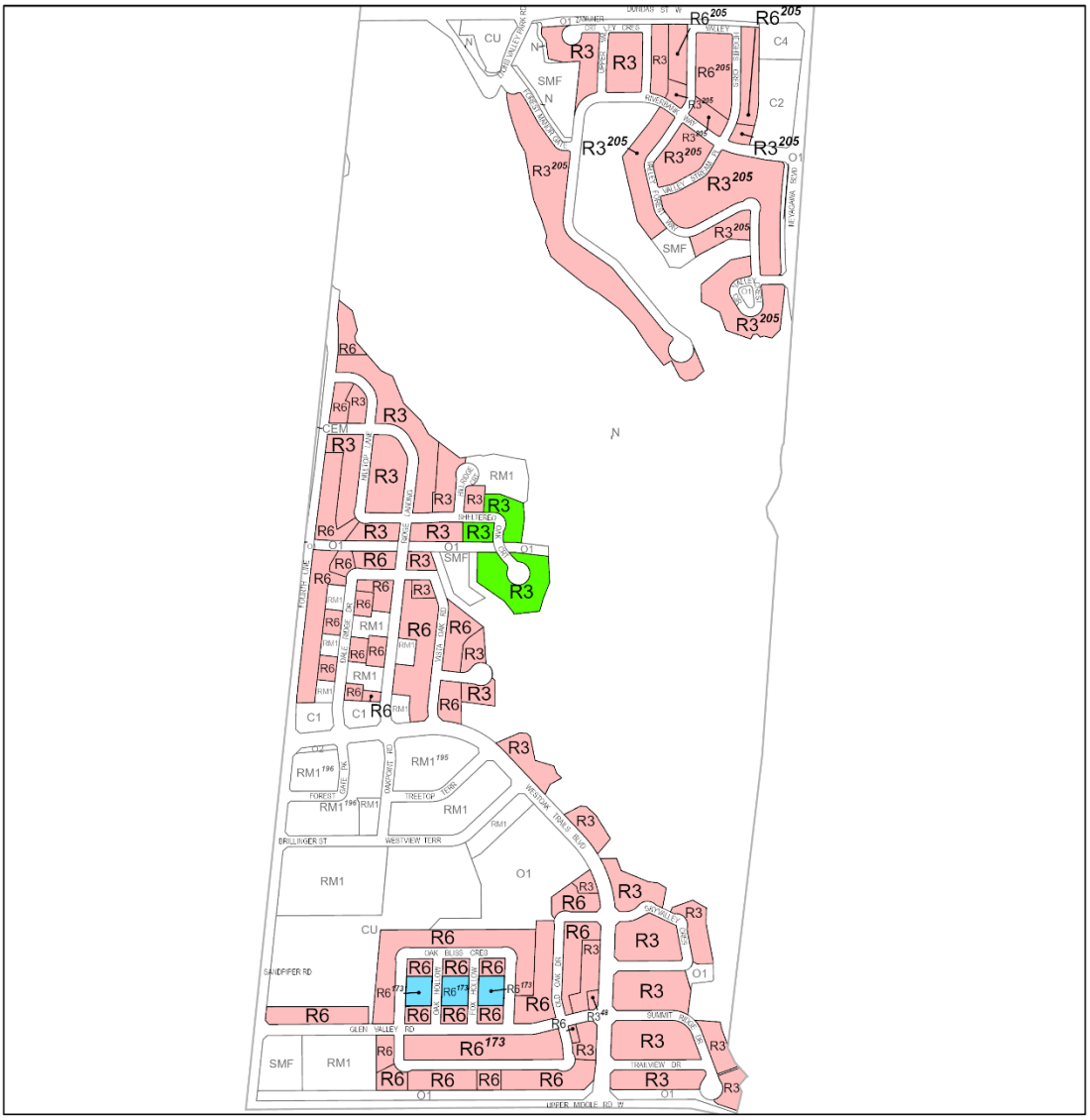
AMENDMENT TO BY-LAW 2014-014

Rezoned from RL3 and RL5 to R3;
RL6 to R4;
RL7 to R5;
RL8 and RL9 to R6;
H21-RL6 sp:317 to H21-R4 sp:317;
RL3 sp:183 to R3 sp:183;
RL3 sp:205 to R3 sp:205;
RL5 sp:48 to R3 sp:48;
RL6 sp:317 to R4 sp:317;
RL9 sp:173 to R6 sp:173;
RL9 sp:205 to R6 sp:205; and
RL9 sp:239 to R6 sp:239

EXCERPT FROM MAP 19(20)

SCALE: 1:11,000

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

Rezoned from RL3 and RL5 to R3;
RL8 and RL9 to R6;
RL3 sp:183 to R3 sp:183;
RL3 sp:205 to R3 sp:205;
RL5 sp:48 to R3 sp:48;
RL9 sp:173 to R6 sp:173; and
RL9 sp:205 to R6 sp:205

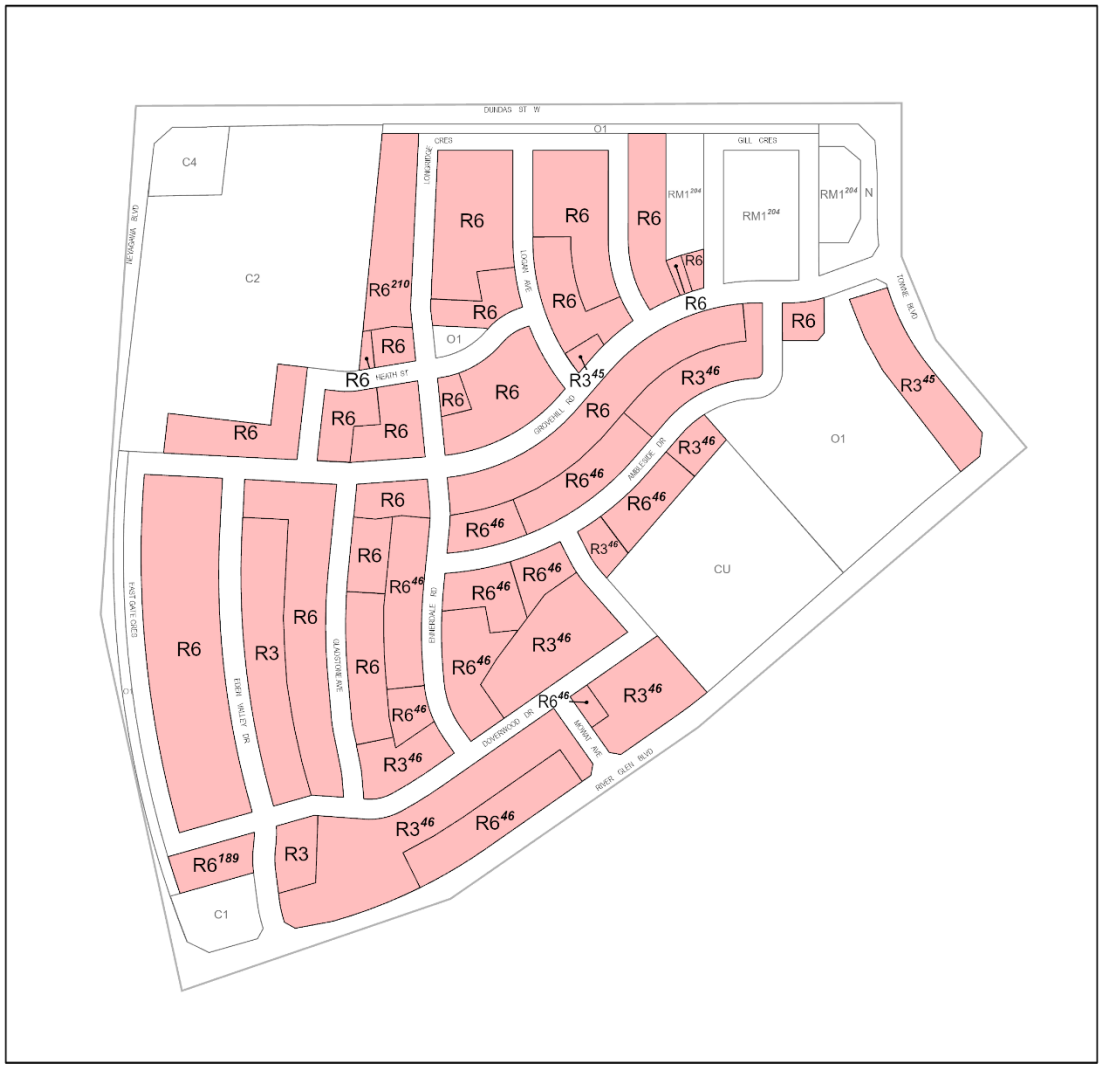
Rezoned from RL7 to R3

Rezoned from RL10 sp:173 to R6 sp:173

EXCERPT FROM MAP 19(20)

SCALE: 1:10,000

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

Rezoned from RL5 to R3;
RL8 and RL9 to R6;
RL5 sp:45 to R3 sp:45;
RL5 sp:46 to R3 sp:46;
RL8 sp:189 to R6 sp:189;
RL8 sp:46 to R6 sp:46;
RL9 sp:210 to R6 sp:210; and
RL9 sp:46 to R6 sp:46

EXCERPT FROM MAP 19(21)

SCALE: 1:5,000

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

Rezoned from RL7 to R5;
RL8 and RL9 to R6;
RL5 sp:166 to R3 sp:166;
RL5 sp:45 to R3 sp:45;
RL5 sp:46 to R3 sp:46;
RL5 sp:47 to R3 sp:47;
RL8 sp:166 to R6 sp:166; and
RL8 sp:167 to R6 sp:167

EXCERPT FROM MAP 19(21)

SCALE: 1:7,000

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

Rezoned from RL3 and RL5 to R3;
RL7 to R5;
RL8 to R6; and
RL5 sp:184 to R3 sp:184

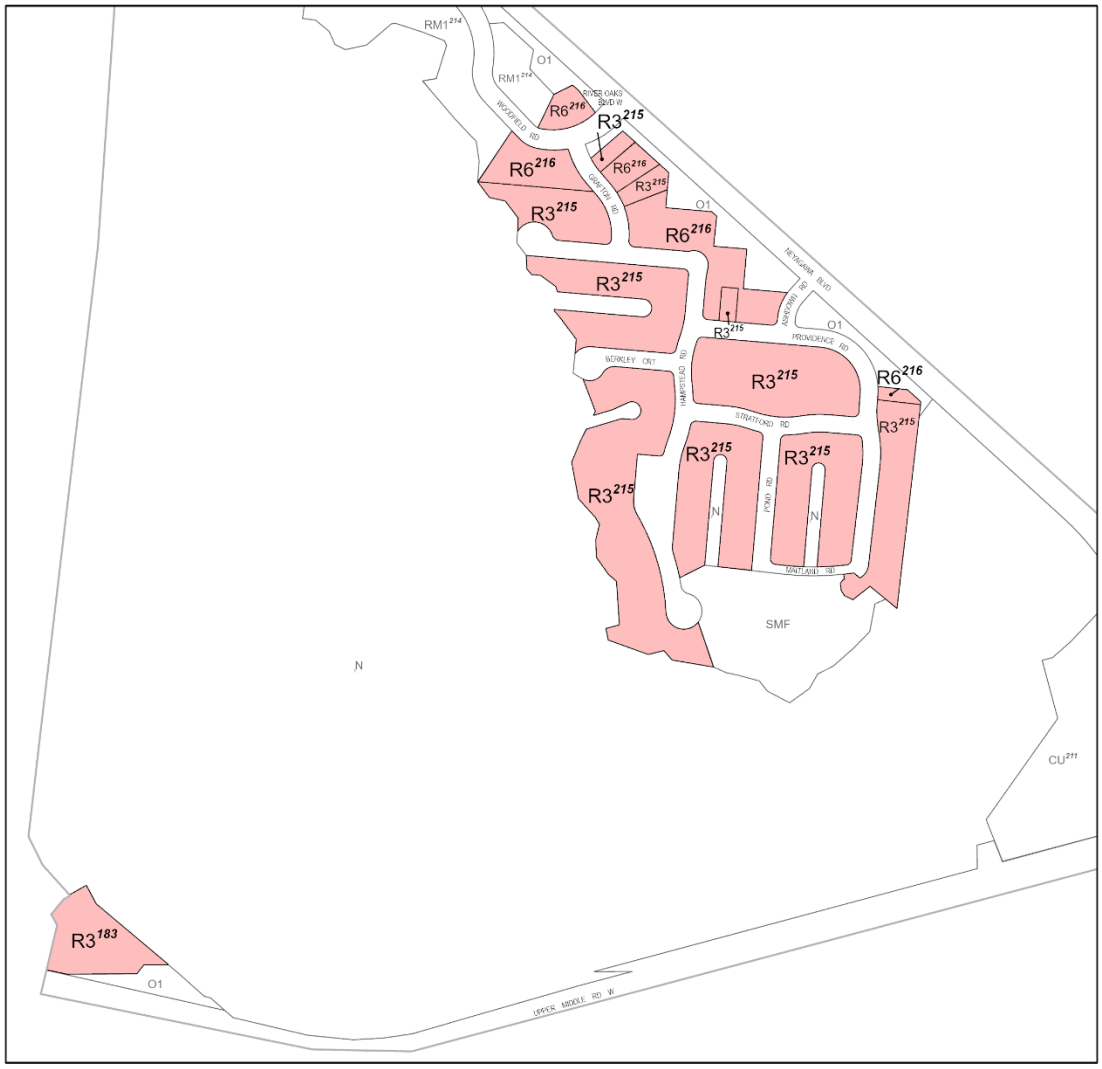
Rezoned from RL7 to R5 sp:449

Rezoned from RL8 to R6 sp:448

EXCERPT FROM MAP 19(21)

SCALE: 1:7,500

SCHEDULE "A"
To By-law 2026-XXX



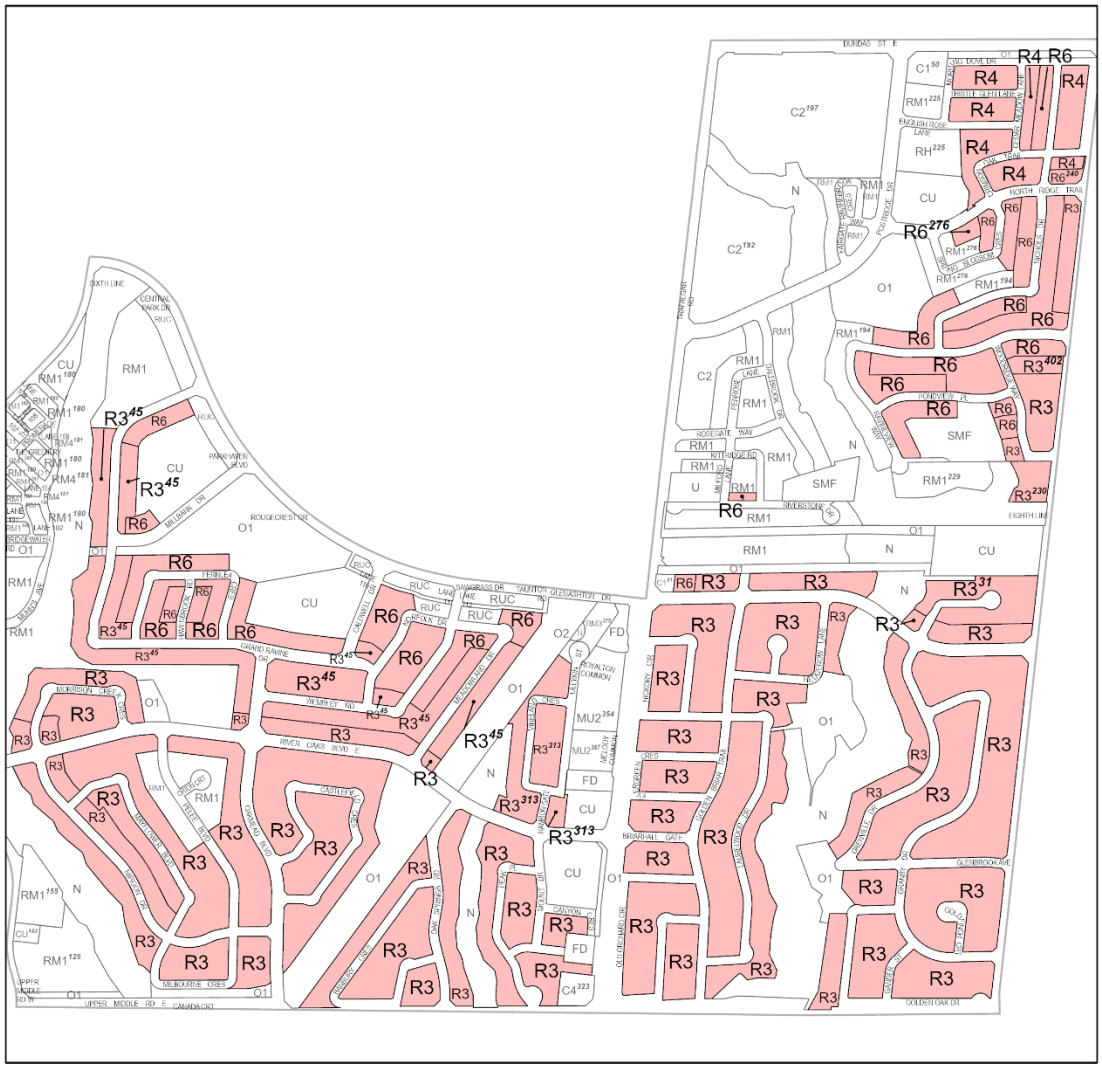
AMENDMENT TO BY-LAW 2014-014

Rezoned from RL3 sp:183 to R3 sp:183;
RL5 sp:215 to R3 sp:215; and
RL8 sp:216 to R6 sp:216

EXCERPT FROM MAP 19(21)

SCALE: 1:5,000

SCHEDULE "A"
To By-law 2026-XXX



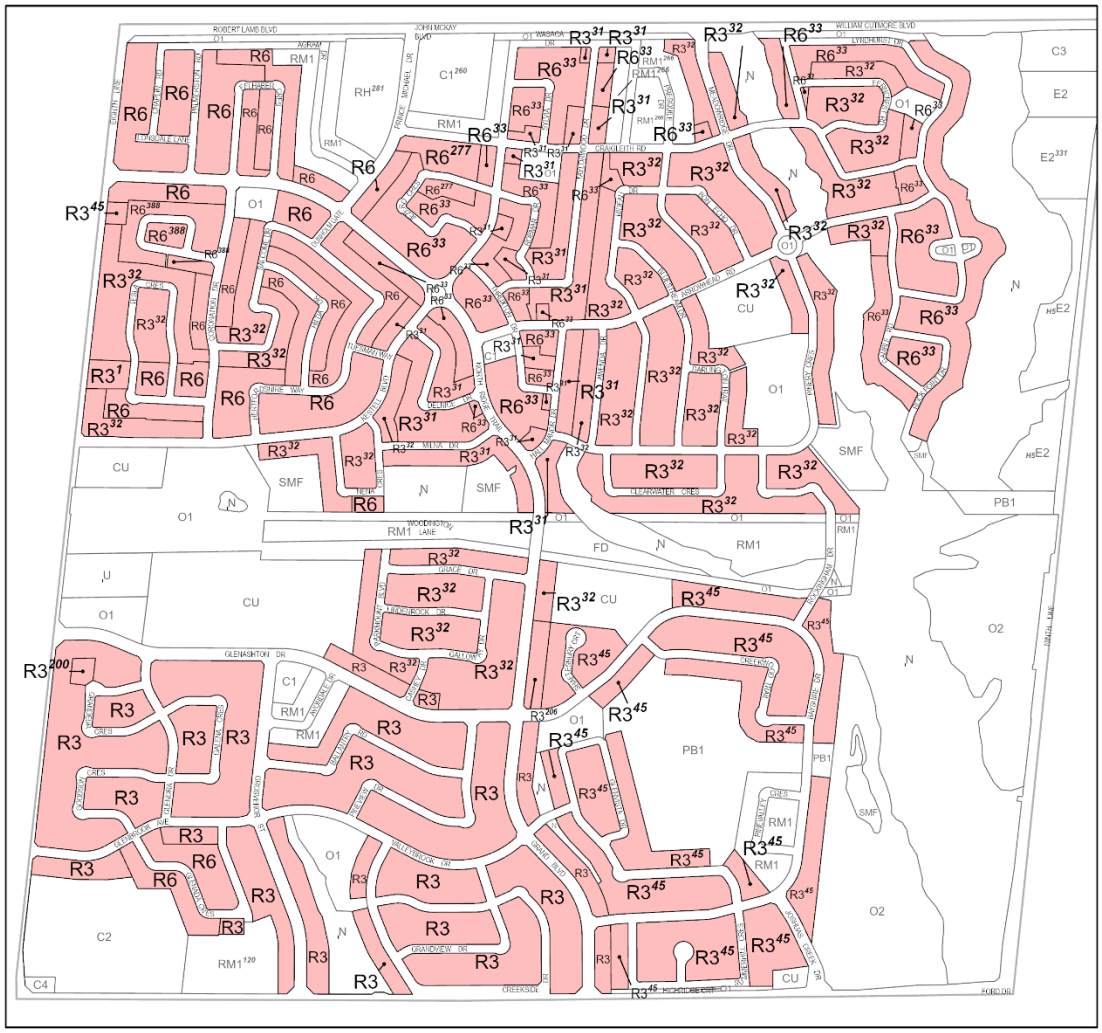
AMENDMENT TO BY-LAW 2014-014

Rezoned from RL3 and RL5 to R3;
RL6 to R4;
RL8 to R6; RL9 to R6;
RL5 sp:230 to R3 sp:230;
RL5 sp:31 to R3 sp:31;
RL5 sp:313 to R3 sp:313;
RL5 sp:402 to R3 sp:402;
RL5 sp:45 to R3 sp:45;
RL8 sp:240 to R6 sp:240; and
RL8 sp:276 to R6 sp:276

EXCERPT FROM MAP 19(22)

SCALE: 1:11,500

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

Rezoned from RL5 to R3;
RL8 and RL9 to R6;
RL5 sp:1 to R3 sp:1;
RL5 sp:200 to R3 sp:200;
RL5 sp:206 to R3 sp:206;
RL5 sp:31 to R3 sp:31;
RL5 sp:32 to R3 sp:32;
RL5 sp:45 to R3 sp:45;
RL8 sp:33 to R6 sp:33;
RL8 sp:388 to R6 sp:388; and
RL9 sp:277 to R6 sp:277

EXCERPT FROM MAP 19(23)

SCALE: 1:11,500

Current Regulations, Proposed Regulations and Comments on Proposed Changes to Zoning By-law 2014-014, as amended

Proposed Updates to Part 1 - Administration:

Current Regulations	Proposed Regulations	Comments
1.8 Transition Matters Notwithstanding Sections 1.2 and 1.4 of this By-law, a *building* permit may be issued in accordance with Section 1.8 of this By-law for the following scenarios. For the purposes of determining zoning compliance for matters covered by Section 1.8 of this By-law, the provisions of Zoning By-law 1984-63, as amended, as it read on the effective date of this By-law shall apply. **1.8.1 Building Permit Applications** Nothing in this By-law shall prevent the erection of a *building* or *structure* for which an application for a *building* permit was filed on or prior to the effective date of this By-law provided the *building* permit application satisfies the following requirements: a) The *building* permit application complies with the provisions of Zoning By-law 1984-63, as amended, as it read on the effective date of this Bylaw. b) All information is provided to allow for a zoning review to be undertaken; and, c) c) All planning approvals have been obtained. 1.8.2 Recently Approved Planning Applications a) The requirements of this By-law do not apply on a lot where a minor variance to Zoning By-law 1984-63, as amended, was authorized by the Committee of Adjustment of the Town or the Ontario Municipal Board on or after May 10, 2011 and on or before the effective date of this By-law and a *building* permit for the applicable project has not yet been issued.	**1.8 Transition Matters** Despite any subsequent amendments to a provision in this By-law, the provision shall be determined in accordance with the following: a) In the case of a *building* or *structure*, or *lot* on which a *building* or *structure* is located, for which a building permit was required under subsection 8(1) of the Building Code Act, the provision in respect of the *building*, *structure* or *lot*, is the provision on the day a building permit was filed in accordance with the *Town's* Building By-law, as amended. b) In all other cases, the provision in respect of a *building*, *structure* or *lot* is the provision on the day the lawful *use* of the *building*, *structure* or *lot* was established.	• This update is proposed to address transition for applications started prior to the passing of an amendment

DRAFT

b) The requirements of this By-law do not apply to a lot where a conditional or final Site Plan Approval has been granted by the Town on or after May 10, 2011 and on or before the effective date of this By-law and a *building* permit for the applicable project has not yet been issued c) The requirements of this By-law do not apply to a lot where a provisional consent has been given by the Committee of Adjustment of the Town or the Ontario Municipal Board on or after May 10, 2011 and on or before the effective date of this By-law and a *building* permit for the applicable project has not yet been issued, the lot has not yet been registered at the Land Registry Office, or the applicable easement or agreement has not yet been registered on title. d) For clarity, where a minor variance to Zoning By-law 1984-63, as amended, was authorized by the Committee of Adjustment of the Town or the Ontario Municipal Board on or after May 10, 2011 and on or before the effective date of this By-law as a requisite condition for a Site Plan Approval, Section 1.8.2(b) shall apply to give affect to the applicable Site Plan Approval. e) For approved site plans and minor variances where this By-law has subsequently been amended, the regulations in effect on the date of approval of the site plan or minor variance shall apply to any *building* permit applications.		

DRAFT

Proposed Updates to Part 2 – Establishment of Zones:

<table>
<tr><th>Current Regulations</th><th>Proposed Regulations</th><th>Comments</th></tr>
<tr>
<td>2.1 Establishment of Zones
This By-law establishes the following zones and places all lands subject to this By-law in one or more of the following zones:</td>
<td>
<table>
<tr><th colspan="3">Table 2.1.1 Zones in the Town of Oakville Zoning By-law 2014-014</th></tr>
<tr><td>Column 1</td><td>Column 2</td><td>Column 3</td></tr>
<tr><td>A</td><td>Zone</td><td>Symbol</td></tr>
<tr><td></td><td colspan="2">Residential Zones (Part 6)</td></tr>
<tr><td>1</td><td>Residential Low 1</td><td>R1</td></tr>
<tr><td>2</td><td>Residential Low 2</td><td>R2</td></tr>
<tr><td>3</td><td>Residential Low 3</td><td>R3</td></tr>
<tr><td>4</td><td>Residential Low 4</td><td>R4</td></tr>
<tr><td>5</td><td>Residential Low 5</td><td>R5</td></tr>
<tr><td>6</td><td>Residential Low 6</td><td>R6</td></tr>
<tr><td>7</td><td>Residential Uptown Core</td><td>RUC</td></tr>
<tr><td>8</td><td>Residential Medium 1</td><td>RM1</td></tr>
<tr><td>9</td><td>Residential Medium 2</td><td>RM2</td></tr>
<tr><td>10</td><td>Residential Medium 3</td><td>RM3</td></tr>
<tr><td>11</td><td>Residential Medium 4</td><td>RM4</td></tr>
<tr><td>12</td><td>Residential High</td><td>RH</td></tr>
<tr><td></td><td colspan="2">Midtown Oakville Zones (See Part 7)</td></tr>
<tr><td>13</td><td>Midtown Transitional Commercial</td><td>MTC</td></tr>
<tr><td>14</td><td>Midtown Transitional Employment</td><td>MTE</td></tr>
<tr><td></td><td colspan="2">Mixed Use Zones (See Part 8)</td></tr>
<tr><td>15</td><td>Central Business District</td><td>CBD</td></tr>
<tr><td>16</td><td>Main Street 1</td><td>MU1</td></tr>
<tr><td>17</td><td>Main Street 2</td><td>MU2</td></tr>
<tr><td>18</td><td>Urban Centre</td><td>MU3</td></tr>
<tr><td>19</td><td>Urban Core</td><td>MU4</td></tr>
</table>
</td>
<td>

Residential low zones are updated to reflect the consolidation of zones and update from RL to R to alleviate confusion when referencing previous standard
Row and column labels to improve readability and ease of reference

</td>
</tr>
</table>

Table 2.1.1: Zones in the Town of Oakville Zoning By-law	
Zone	**Symbol**
Residential Zones (See Part 6)	
Residential Low	RL1 RL2 RL3 RL4 RL5 RL6 RL7 RL8 RL9 RL10 RL11
Residential Uptown Core	RUC
Residential Medium	RM1 RM2 RM3 RM4
Residential High	RH
Midtown Oakville Zones (See Part 7)	
Midtown Transitional Commercial	MTC
Midtown Transitional Employment	MTE
Mixed Use Zones (See Part 8)	
Central Business District	CBD
Main Street 1	MU1
Main Street 2	MU2
Urban Centre	MU3
Urban Core	MU4
Commercial Zones (See Part 9)	
Neighbourhood Commercial	C1
Community Commercial	C2
Core Commercial	C3
Service Station	C4

	Commercial Zones (See Part 9)	
20	Neighbourhood Commercial	C1
21	Community Commercial	C2
22	Core Commercial	C3
23	Service Station	C4
	Employment Zones (See Part 10)	
24	Office Employment	E1
25	Business Employment	E2
26	Industrial	E3
27	Business Commercial	E4
	Institutional and Community Use Zones (See Part 11)	
28	Institutional	I
29	Community *Use*	CU
	Open Space Zones (See Part 12)	
30	Park	O1
31	Private Open Space	O2
32	*Cemetery*	CEM
	Environment Zones (See Part 13)	
33	Natural Area	N
34	Greenbelt	GB
35	Parkway Belt Public *Use*	PB1
36	Parkway Belt Complementary *Use*	PB2
	Other Zones (See Part 14)	
37	Utility	U
38	Future Development	FD
39	*Stormwater Management Facility*	SMF

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Table 2.1.1: Zones in the Town of Oakville Zoning By-law **Zone** / **Symbol** Employment Zones (See Part 10) Office Employment — E1 Business Employment — E2 Industrial — E3 Business Commercial — E4 Institutional and Community Use Zones (See Part 11) Institutional — I Community *Use* — CU Open Space Zones (See Part 12) Park — O1 Private Open Space — O2 *Cemetery* — CEM Environment Zones (See Part 13) Natural Area — N Greenbelt — GB Parkway Belt Public *Use* — PB1 Parkway Belt Complementary *Use* — PB2 Other Zones (See Part 14) Utility — U Future Development *(2023-024)* — FD *Stormwater Management Facility* — SMF		
2.4.5 Suffix Zones Where a *zone* symbol is followed by a hyphen and letter or number in the same font size, the symbol refers to a *Suffix Zone* that applies to the lands so zoned.	**2.4.5 Suffix Overlays** Where a *zone* symbol is followed by a hyphen and letter or number in the same font size, the symbol refers to a Suffix Overlay which applies additional regulations to the lands so zoned.	• This update is proposed to facilitate updating the (“-0”) Suffix Zone to the Residential Infill Overlay (-0)

Proposed Updates to Part 3, Definitions:

New Defined Terms:		Comments
Roof Area	shall mean the horizontal/plan area occupied by a roof, measured to the outer edge of all eaves or edge of the *building*, and shall not include any eavestroughs, gutters, or ornamental features extending outward from the edge of eaves.	• Assists with understanding roof types and measuring
Roof, Flat	means a roof where 65% or more of the roof has a roof angle of less than 20° above the horizontal, and shall not include a parapet.	

Roof, Semi-flat	means a roof between 35% and 65% of the total roof area has a roof angle of less than 20° above the horizontal, and shall not include a parapet	height for dwellings in the residential low zones
Roof, Sloped	means a roof with a roof angle greater than or equal to 20° above the horizontal and less than 60° above the horizontal, and includes a roof where less than 35% of the total roof has a roof angle of less than 20° above the horizontal, and shall not include a parapet.	
Landscaping, Residential Soft	means that portion of the surface area of a residential *lot* consisting of organic materials and vegetative in-ground plantings such as grass, flowers, shrubs, trees and other vegetation including any accessory ground cover such as mulch or similar pervious materials located in and around plantings, and other edging materials but shall not include artificial turf and hard surfaced areas such as *driveways*, *aisles*, *parking areas*, interlocking stone, or hard-surfaced walkways.	• Assists with the implementation of regulations regarding soft landscaping to assist with drainage and stormwater management

Amended Defined Terms:	Current	Proposed	Comments
Dwelling Depth	means the horizontal distance of the *dwelling* between the portion of a *building* facing the *front lot line* that is nearest to the *front lot line*, to the portion of the *dwelling* facing *the rear lot line* that is nearest to the *rear lot line*, excluding any allowable projection.	means the horizontal distance between the portion of the *dwelling* facing the *front lot line* that is nearest to the *front lot line*, to the portion of the *dwelling* facing the *rear lot line* that is nearest to the *rear lot line*, excluding any allowable projection and *accessory buildings*.	• Provides additional clarity that the depth does not include accessory buildings on the lot
Floor Area, Residential	means the aggregate area of a residential *building* containing a *dwelling* measured from the exterior of the outside walls, but shall not include a *private garage*, *basement*, or *attic* unless otherwise specified by this By-law.	means the aggregate area of a residential *building* containing a *dwelling* measured from the exterior of the outside walls, but shall not include a *basement*, or *attic* unless otherwise specified by this By-law.	• Residential Floor Area will now include the area of a private garage

Proposed Updates to Part 4 - General Provisions:

Current Regulations	Proposed Regulations	Comments
General Provisions **4.1 Additional Residential Units** *(2023-024) (2024-111)* **4.1.1 Permitted Buildings** *(2024-111)* a) *Attached additional residential units* are permitted in the following *buildings*:	**No changes proposed to section 4.1.1 to 4.1.3.** **New section 4.1.4 added as follows:** **4.1.4 Setbacks for Detached Additional Residential Units**	• Where additional residential units can go remains the same • You can have up to 3 residential units (2 additional units) on your property including one in an accessory building

Current Regulations	Proposed Regulations	Comments
i) *Detached dwelling*; ii) *Semi-detached dwelling*; iii) *Linked dwelling*; iv) *Townhouse dwelling*. b) *Detached additional residential units* are permtted in the following *accessory buildings*: i) *Accessory building* associated to a *detached dwelling*, *semi-detached dwelling, linked dwelling*, or *townhouse dwelling*. **4.1.2 Maximum Number of Additional Residential Units** *(2024-111)* The permitted combinations of *detached* or *attached additional residential units* shall be as follows: a) A maximum of two (2) *attached additional residential units*; or, b) A maximum of one (1) *attached additional residential unit* and one (1) *detached additional residential unit*. **4.1.3 Entrance and Exit Regulations** *(2024-111)* a) Any entrance and exit to the *attached* or *detached additional residential unit* shall not be oriented towards any yard having a dimension less than 1.0 metre.	Notwithstanding any other provision of this By-law, a *detached additional residential unit* shall be setback a minimum of 1.2 metres from an *interior side lot line* or a *rear lot line*.	(additional building in the rear or side yard) • Minimum setbacks for detached additional residential units is 1.2 m when an accessory building without an ARU has a minimum setback of 0.6 m • **Additional Residential Unit, Attached** means one or more habitable rooms containing separate kitchen and bathroom facilities for private *use* as a single housekeeping unit which is contained within a *detached dwelling, semi-detached dwelling, linked dwelling* or *townhouse dwelling* already containing a *dwelling unit* • **Detached Additional Residential Unit** means means one or more habitable rooms containing separate kitchen and bathroom facilities for private *use* as a single housekeeping unit which is contained within an *accessory building* associated to a *detached dwelling, semi-*

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<table>
<tr><th>Current Regulations</th><th>Proposed Regulations</th><th>Comments</th></tr>
<tr><td></td><td></td><td>detached dwelling, linked dwelling or townhouse dwelling already containing a dwelling unit</td></tr>
<tr><td>4.2 Accessory Uses

Where this By-law provides that land may be used or a building or structure may be erected and used for a permitted use, that use shall include any accessory use as long as the accessory use is located within the same premises.</td><td>No changes proposed</td><td>• Accessory use: means a use naturally or normally incidental to, subordinate to, and exclusively devoted to a principal use</td></tr>
<tr><td>4.3 Allowable Encroachments and Projections (2016-023) (2017-025) (2021-068)

Unless otherwise permitted by this By-law, all minimum yards shall be unobstructed except for the allowable encroachments and projections in Table 4.3, below:

Table 4.3: Allowable Building and Structure Encroachments and Projections
<table><tr><th>Structure or Feature</th><th>Applicable Yards</th><th>Maximum Encroachment into a Minimum Yard</th><th>Maximum Total Projection beyond the main wall</th></tr><tr><td>Access stairs associated or not associated with a porch or uncovered platform (2016-023)</td><td>All</td><td>Up to 0.6 m from the applicable lot line</td><td>n/a</td></tr><tr><td>Air conditioners, heat pumps, swimming pool pumps, filters,</td><td>Flankage, interior side, and rear</td><td>Up to 0.6 m from the applicable lot line (2)</td><td>n/a</td></tr></table></td><td>4.3 Allowable Encroachments and Projections (2016-023) (2017-025) (2021-068)

Unless otherwise permitted by this By-law, all minimum yards shall be unobstructed except for the permitted encroachments in Table 4.3.1 and projections in Table 4.3.2 below.

Table 4.3.1: Allowable Building and Structure Encroachments
<table><tr><th>1</th><th>2</th><th>3</th><th>4</th><th>5</th></tr><tr><td>A</td><td>Structure or Feature</td><td>Yard in which Structure is permitted</td><td>Maximum Encroachment into a Minimum Yard</td><td>Minimum Distance from Lot Line</td></tr><tr><td>1</td><td>Access stairs associated or not associated with a</td><td>All</td><td>n/a</td><td>0.6 m (3)</td></tr></table></td><td>• Separating encroachments and projections and updating the structure to add references for rows and columns to make it easier to read and navigate

• Include clarity on how far something can encroach into a yard and how close to the lot line it can be

• Removing maximum width for window wells and clarifying that a window well must be a minimum 0.6 metres from a lot line to protect for access and drainage

• Removing restriction on below grade access stairs that only allowed a projection of 1.5 m from a main wall. Proposing that</td></tr>
</table>

Current Regulations				Proposed Regulations					Comments
heaters, and generators including any appurtenances thereto *(2017-025) (2023-024)*					*porch* or *uncovered platform (2016-023)*				below grade access stairs may not encroach into a minimum side or flankage yard and can only project a maximum 1.5 m into a rear yard • Provides additional clarity to footnote 2 as it relates to the height of external equipment • Removing -0 footnote since balcony projection is moved to Table 4.3.2
Awnings, canopies, cornices, coves, belt courses, eaves, gutters, pilasters, sills, or weather-shielding *structure*	All	0.6 m	n/a	2	Air conditioners, heat pumps, swimming pool pumps, filters, heaters, and generators including any appurtenances thereto *(2017-025) (2023-024)*	*Flankage*, *interior side*, and *rear*	n/a	0.6 m (2)(3)	
Balconies	*Front* and *rear* (-0)	n/a	1.5 m	3	Awnings, canopies, cornices, coves, belt courses, eaves, gutters, pilasters, sills, or weather-shielding *structure*	All	0.6 m	n/a	
Non-walk in bay, box out and bow windows, without foundations, with a maximum width of 3.0 metres and a maximum *height* of one *storey*	All	0.6 m	n/a	4a	*Balconies*	*Front* and *rear*	n/a	n/a (see table 4.3.2)	
Chimneys and gas fireplace projections and chases with a maximum width of 1.8 metres	All	0.6 m	n/a	4b	*Balconies* in the Residential Low Overlay (-0) *Zone*	Not permitted above the floor level of the *first storey*			
Window wells with a maximum	All	0.6 m	n/a	5	Non-walk in bay, box out and bow windows, without foundations, with a maximum width of 3.0 metres and a maximum *height* of one *storey*	All	0.6 m (3)	0.6 m (3)	

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Current Regulations				Proposed Regulations					Comments
width of 1.8 metres *(2021-068)*									
Fire escapes	*Rear* and *interior side*	1.5 m	n/a						
Industrial or mechanical equipment in the E2 and E3 *Zones* *(2017-025) (2021-068)*	*Rear* and *interior side*	Equal to the minimum *yard* requirements	n/a						
Landscaping features (i.e., ornamental and garden walls, planters, etc.) *(2017-025)*	*All*	Up to 0.6 m from the applicable *lot line*	n/a						
Porches with or without a foundation and including access stairs in the Residential Low RL6 *Zone*	*Front* and *flankage*	Up to 1.5 m from the *front* or *flankage lot line*	n/a						
Porches with or without a foundation and including access stairs in the Residential Uptown Core RUC *Zone*	*Front* and *flankage*	2.0 m	n/a						
• *Porches* with a foundation	n/a	Shall be subject to the regulations of the parent *zone*		6	Chimneys and gas fireplace projections and chases with a maximum width of 1.8 metres	All	0.6 m (3)	0.6 m (3)	
				7	Window wells	All	0.6 m	0.6 m	
				8	Fire escapes	*Rear* and *interior side*	1.5 m	n/a	
				9	Industrial or mechanical equipment in the E2 and E3 *Zones* *(2017-025) (2021-068)*	*Rear* and *interior side*	Equal to the minimum *yard* requirements	n/a	
				10	Landscaping features (i.e., ornamental and garden walls, planters, etc.) *(2017-025)*	*All*	n/a	0.6 m (3)	
				11	*Porches* with or without a foundation and including access stairs in the Residential Low RL6 *Zone*	*Front* and *flankage*	n/a	1.5 m from *front* or *flankage lot line*	
				12	*Porches* with or without a foundation and including access stairs in the Residential	*Front* and *flankage*	2.0 m	n/a	

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Current Regulations				Proposed Regulations					Comments
• *Porches* without a foundation in all other *zones*					Uptown Core RUC *Zone*				
Uncovered platform attached to a pool structure *(2017-025) (2021-068)*	*Rear* and *interior side*	Up to 0.91 m from the *interior side*, or *rear lot line*	n/a	13	• *Porches* with a foundation • *Porches* without a foundation in all other *zones*	n/a	Shall be subject to the regulations of the parent *zone*		
	Flankage	Up to 2.0 m from *flankage lot line*	n/a	14	*Uncovered platform* attached to a pool structure *(2017-025) (2021-068)*	*Rear* and *interior side*	n/a	Up to 0.91 m from the *interior side*, or *rear lot line*	
Uncovered platforms having a floor *height* of less than 0.6 metres measured from *grade (2016-023)*	All	Up to 0.6 m from any *lot line* (1)	n/a	15		*Flankage*	n/a	Up to 2.0 m from *flankage lot line*	
Uncovered platforms having a floor *height* equal to or greater than 0.6 metres measured from *grade (2016-023)*	*Front* and *Rear*	1.5 m (1)	n/a	16	*Uncovered platforms* having a floor *height* of less than 0.6 metres measured from *grade (2016-023)*	All	n/a	0.6 m (1)(3)	
Uncovered platforms having a floor *height* less than or equal to 3.0 metres measured from *grade*, with or	*Rear*	Up to 3.0 m from the *rear lot line*	n/a	17	*Uncovered platforms* having a floor *height* equal to or greater than 0.6 metres measured from *grade (2016-023)*	*Front* and *Rear*	1.5 m (1)	0.6 m	

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Current Regulations				Proposed Regulations					Comments
without a foundation, and including access stairs in the Residential Low RL6 *Zone* *(2015-018) (2021-068) (2023-024)*				18	*Uncovered platforms* having a floor *height* less than or equal to 3.0 metres measured from *grade*, with or without a foundation, and including access stairs in the Residential Low RL6 *Zone* *(2015-018) (2021-068) (2023-024)*	*Rear*	n/a	Up to 3.0 m from the *rear lot line*	
Uncovered access stairs below grade *(2021-068)*	*Rear*	1.5 m	n/a	19	Uncovered access stairs below grade *(2021-068)*	*Rear*	1.5 m	0.6 m	
	Flankage and *interior side*	0.0 m	1.5 m			*Flankage* and *interior side*	0.0 m	*Minimum yard* for main *building*	
Unenclosed barrier-free ramps *(2015-018)*	All	Up to 0.0 m from the *lot line*	n/a	20	Unenclosed barrier-free ramps *(2015-018)*	All	n/a	0.0 m	
In Table 4.3, "n/a" means that the identified measurement is not applicable to the structure or feature identified.				*In Table 4.3, "n/a" means that the identified measurement is not applicable to the structure or feature identified.*					
Additional Regulations to Allowable Projections Table 4.3 -0. Where lands are shown on the Zoning Maps of this By-law to be in the -0 Suffix *Zone*, the additional regulations of Section 6.4 shall apply to the applicable allowable projections. 1. Provided that the *uncovered platform* is set back: a) A minimum of 0.6 metres from the *interior side lot line*, except for *semi-detached*, *back-to-back townhouse*, and *townhouse dwellings* in which case it may be 0.0 metres from an *interior side lot line* that is also the location of the common wall; and, b) A minimum of 2.0 metres from the *front* and *flankage lot lines*.				**Additional Regulations to Allowable Encroachments Table 4.3.1** 1. Provided that the *uncovered platform* is set back: a) A minimum of 1.2 metres from the *interior side lot line*, except for *semi-detached*, *back-to-back townhouse*, and *townhouse dwellings* in which case it may be 0.0 metres from an *interior side lot line* that is also the location of the common wall; and, b) A minimum of 2.0 metres from the *front* and *flankage lot lines*.					

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<table>
<tr><th>Current Regulations</th><th>Proposed Regulations</th><th>Comments</th></tr>
<tr><td>2. Where such equipment is installed at or above grade, the maximum height shall be 2.0 m measured from grade to the top of the air conditioner, heat pump, swimming pool pump, filter or heater. (2017-025)</td><td>2. Where such equipment is installed at or above the ground level, the maximum height shall be 2.0 m measured from the adjacent ground level to the top of the air conditioner, heat pump, swimming pool pump, filter, heater or generator.

3. A setback of 1.2 metres is required to be provided from the interior side lot line, except if the interion side lot line is also the location of a common wall.</td><td></td></tr>
<tr><td></td><td>Add separate table for projections:

Table 4.3.2: Allowable Building and Structure Projections<table><tr><th>1</th><th>2</th><th>3</th></tr><tr><th>A</th><th>Structure or Feature</th><th>Maximum Total Projection beyond the main wall</th></tr><tr><td>1</td><td>Balconies</td><td>1.5 m</td></tr></table></td><td>• Separated projections from the encroachment chart</td></tr>
<tr><td>4.4 Bed and Breakfast Establishment

Where a bed and breakfast establishment is permitted, the following regulations apply:
a) A bed and breakfast establishment is only permitted within a detached dwelling.
b) A bed and breakfast establishment shall have a maximum of three lodging units which shall in total not exceed a maximum of 30% of the residential floor area of the detached dwelling. For the purposes of this subsection, residential floor area shall include all area within a basement.
c) A bed and breakfast shall be operated by the person or persons whose principal residence is the detached dwelling in which the bed and breakfast establishment is located.</td><td>No changes proposed</td><td>• No change proposed</td></tr>
</table>

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Current Regulations	Proposed Regulations	Comments
4.5 Detached Dwellings on a Lot Unless otherwise specified by this By-law, no more than one *detached dwelling* is permitted on a *lot*.	**4.5 Detached and Semi-Detached Dwellings on a Lot** Unless otherwise specified by this By-law, no more than one *detached dwelling* or one *semi-detached* dwelling is permitted on a *lot*.	• Updated to clarify that only one semi-detached dwelling can be on a lot
No Changes proposed to the following Sections: • 4.6 Exceptions to Height Provisions • 4.7 Garbage Containers • 4.8 Highway Corridor Setback • 4.9 Home Occupations • 4.10 Infrastructure • 4.12 Legal Non-Conformity • 4.13 Lot Frontage Requirements • 4.14 Municipal Services Required • 4.15 0.3 m Reserves • 4.16 Outdoor Swimming Pools and Hot Tubs • 4.17 Outside Display and Sales Areas • 4.18 Patios • 4.19 Pipeline Setbacks • 4.20 Prohibited Uses • 4.21 Railway Setbacks for Sensitive Land Uses • 4.22 Shipping Containers • 4.23 Short Term Accommodation • 4.24 Sight Triangles • 4.25 Temporary Uses • 4.26 Emergency Shelters • 4.28 Rooftop Mechanical Equipment and Rooftop Solar Panels	**No changes proposed**	
4.11.1 General Landscaping Provisions *(2021-068)* a) To qualify for any minimum *landscaping coverage* or minimum width of *landscaping* requirement of this By-law, an individual area of *landscaping* provided on a *lot* shall contain an area with minimum dimensions of 3.0 metres by 3.0 metres and may include additional area of lesser dimensions provided the additional area is contiguous to the 3.0 metres by 3.0 metres area. (PL140317)	**Note: No changes to 4.11.1 subsections a) to f)** **New subsection g) added:** g) Notwithstanding Section 4.11.1(c) of this By-law, where a strip of *residential soft landscaping* is required in accordance with Table 4.11.2 along a *lot line* in the Residential Low *Zones*, such requirement shall be	• New subsection g) added to address new landscaping requirements for Residential Low Zones

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<table>
<tr><th>Current Regulations</th><th>Proposed Regulations</th><th>Comments</th></tr>
<tr><td>b) Notwithstanding subsection (a) above, where two widths of landscaping are required abutting each other, the minimum width of landscaping required may be reduced by up to 1.0 metre.
c) Landscaping required by Section 4.11.2 of this By-law shall count toward any minimum landscaping coverage requirement of this By-law.

d) A driveway, aisle, or walkway may cross required landscaping, but the area that is crossed by the driveway, aisle, or walkway shall not count towards the calculation of required landscaping coverage.

e) Landscaping provided on the roof of a building shall be included in the calculation of required landscaping coverage on the lot, provided it meets the requirements of subsection (a) above.

f) Where a conflict exists between two different landscaping requirements in this By-law (except for any requirement specified in Part 15 of this By-law), the provision requiring the greater amount of landscaping shall apply.</td><td>included in the minimum requirement for residential soft landscaping required by the zone regulations in Part 6 of this By-law.</td><td></td></tr>
<tr><td>4.11.2 Required Widths of Landscaping (PL140317)
A continuous area of landscaping parallel to and following the entire specified lot line or the edge of the identified feature shall be required as provided in Table 4.11.2, below:

<table>
<tr><th colspan="4">Table 4.11.2: Required Widths of Landscaping by Zone (PL140317)</th></tr>
<tr><th>1</th><th>2</th><th>3</th><th>4</th></tr>
<tr><th>A</th><th>Zone, Use, Lot or Feature</th><th>Along any Lot Line Abutting or Along the Edge of the Feature Abutting</th><th>Minimum Width</th></tr>
<tr><td></td><td colspan="3">Landscaping by Zone and Use</td></tr>
<tr><td>1</td><td>• Residential Medium (RM4) Zone
• Residential High (RH) Zone</td><td>• Any Residential Low Zone
• Residential Medium (RM1), (RM2), and (RM3) Zones</td><td>3.0 m</td></tr>
</table>
All other regulations in Table remain the same.</td><td>4.11.2 Required Widths of Landscaping
A continuous area of landscaping or residential soft landscaping parallel to and following the entire specified lot line or the edge of the identified feature shall be required as provided in Table 4.11.2, below.

Additional rows added to table 4.11.2:</td><td>• Updated to include new residential soft landscaping definition

• New landscaping regulations for properties zoned residential low added to Table 4.11.2</td></tr>
</table>

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<table>
<tr><th>Current Regulations</th><th>Proposed Regulations</th><th>Comments</th></tr>
<tr><td></td><td>
<table>
<tr><th colspan="4">Table 4.11.2: Required Widths of Landscaping by Zone</th></tr>
<tr><th>1</th><th>2</th><th>3</th><th>4</th></tr>
<tr><th>A</th><th>Zone, Use, Lot or Feature</th><th>Along Any Lot Line Abutting or Along the Edge of the Feature Abutting</th><th>Minimum Width</th></tr>
<tr><td colspan="4">Landscaping By Zone and Use</td></tr>
<tr><td>1a</td><td>• Residential Low Zones</td><td>A strip of residential soft landscaping is required along any lot line in a Residential Low Zone</td><td>See below</td></tr>
<tr><td>1b</td><td>• Residential Low Zones</td><td>Any front, rear or flankage yard</td><td>1.2 m</td></tr>
<tr><td>1c</td><td>• Residential Low Zones</td><td>Any interior side yard on a lot having lot frontage of 15.0 m or greater</td><td>50% of the width of the yard</td></tr>
<tr><td>1d</td><td>• Residential Low Zones</td><td>Any interior side yard on a lot having lot frontage of less than 15.0 m</td><td>0.9 m</td></tr>
</table>
</td><td></td></tr>
<tr><td>4.27 Rooftop Terraces (PL140317) (2021-068)

The following provisions shall apply to rooftop terraces:

a) A rooftop terrace is permitted on a lot in any Zone, except for Residential Low -0 Suffix Zones; (2018-017)
b) A rooftop terrace is not permitted on the roof of a one storey building in any Residential Low and Residential Medium Zones; (2018-017)</td><td>4.27 Rooftop Terraces (PL140317) (2021-068)

The following provisions shall apply to rooftop terraces:

a) A rooftop terrace is permitted on a lot in any Zone, except for Residential Low Overlay (-0); (2018-017)</td><td>• Updated reference from -0 Suffix Zone to Residential Infill Overlay (-0)</td></tr>
</table>

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Current Regulations	Proposed Regulations	Comments
c) A *rooftop terrace* that is located on the roof of the top *storey* of a *building* shall be setback a minimum of 2.0 metres from the edge of the roof of that part of the *building* that faces the *interior side* and/or r*ear lot lines* abutting any Residential Low Zone; *(2018-017)* d) No structures, excluding a *mechanical penthouse*, associated with a *rooftop terrace* are permitted on a lot in a RM1, RM2 or RM3 Zone; e) No structure on a *rooftop terrace* shall have walls; f) No structures on a *rooftop terrace* shall exceed 20% of the total area of the *rooftop terrace* and such structures shall not be deemed a *storey*; g) No access from grade shall be permitted to a *rooftop terrace*; and h) The outer boundary of a *rooftop terrace* shall be defined using a barrier. *(2021-068)* i) In Residential Low Zones a *rooftop terrace* is only permitted on the roof of the *first storey* of the *dwelling* having two or more *storeys*, subject to a maximum 1.5 m depth, measured from the *main wall*. *(2018-017)*	**No changes proposed to 4.27 subsections b) to i)**	

Proposed Updates to Part 5 – Parking, Loading, and Stacking Lane Provisions:

Current Regulations	Proposed Regulations	Comments
No Changes Proposed to: • 5.1 General Provisions • 5.2 Motor Vehicle Parking Spaces • 5.3 Barrier-free Parking Spaces • 5.4 Bicycle Parking Spaces • 5.5 Drive-through Facilities and Stacking Lanes • 5.6 Loading Spaces • 5.7 Aisle Widths and Access Driveways • 5.9 Parking Provisions for Other Vehicles Associated with Residential Uses	**No changes proposed**	

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Current Regulations	Proposed Regulations	Comments
• 5.10 Surface Parking Area Setbacks • 5.11 Vehicles Prohibited in Residential and Mixed Use Zones		
5.8 Driveways and Private Garages Associated with Residential Uses This Section applies to *driveways* and *private garages* associated with any *detached dwelling*, *semi-detached dwelling*, *duplex dwelling*, *linked dwelling*, *townhouse dwelling*, and *back-to-back townhouse dwelling* in any Residential or Mixed Use *Zone*.	**No changes proposed**	
5.8.1 General Provisions *(2017-025)* a) A *motor vehicle* shall only be parked outdoors if it is entirely located on a *driveway*, *surface parking area*, or the roof of a *parking structure*. b) Required *parking spaces, other than stacked parking spaces and tandem parking spaces,* shall have direct and unobstructed access from a *driveway*, *aisle* or *lane*. c) The maximum setback from the *rear lot line* for a *parking space* accessed by a rear *lane* shall be 6.5 m. d) A maximum of one attached *private garage* per *dwelling* shall be permitted. \	**No changes proposed**	
5.8.2 Driveway Width *(2015-079) (2024-111)* a) Notwithstanding any other provision of this By-law, the minimum width of a *driveway* shall be 3.0 metres. b) Notwithstanding subsection (a) above, the minimum width of a *driveway* shall be 2.4 metres in a *front* and *interior side yard* where a detached *private garage* is provided in a *rear yard*.	**No changes proposed to 5.8.2 subsections a) to d) and f)** **New subsection f) proposed:** f) The calculation of *driveway* width shall apply along the entire length of the *driveway*. The measurement shall be calculated including any continuous hard surface area or discontinuous hard surface area within 0.6 metres of the widest part of	• Clarified how driveway width is being calculated

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Current Regulations	Proposed Regulations	Comments
c) The maximum width for a single *driveway* and the combined maximum width where more than one *driveway* is permitted shall be: *(2021-068)* i) 6.0 metres for a *lot* having a *lot frontage* of 12.0 metres or less; ii) Equal to 50% of the *lot frontage* on a *lot* having greater than 12.0 metres and less than 18.0 metres of *lot frontage*; or, iii) 9.0 metres for a *lot* having a *lot frontage* equal to or greater than 18.0 metres. d) Notwithstanding subsections (c) above, a *hammerhead* legally existing on the effective date of this By-law shall be permitted to a maximum area and width of that which legally existed on the effective date of this By-law. e) The calculation of *driveway* width shall apply along the entire length of the *driveway*. The measurement shall be calculated including any continuous hard surface area or discontinuous hard surface area within 0.6 metres of the widest part of continuous hard surface area on the same *lot*, measured along the entire length of the *driveway* perpendicular from one edge of the continuous hard surface area. f) Notwithstanding subsection (f) above, one walkway access may be connected to each side of a *driveway*. The maximum width of the walkway access at the point of attachment shall be 1.8 metres.	continuous hard surface area on the same *lot*, measured along the entire length of the *driveway* perpendicular to the centre line of the path of vehicular travel from one edge of the continuous hard surface area.	
5.8.3 Maximum Number of Driveways	**No proposed change**.	

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Current Regulations	Proposed Regulations	Comments
a) A maximum of one *driveway* access is permitted to cross a *front lot line* or *flankage lot line* if the applicable *lot line* is less than 18.0 metres in width. b) Notwithstanding subsection (a) above and Section 6.10(a) of this By-law, one *driveway* per *dwelling* is permitted on a block designated for *semi-detached*, *townhouse*, and *back-to-back townhouse dwellings* provided the *driveway* meets all provisions of this By-law as they would apply to the future *lot*. c) Notwithstanding subsection (a) above, two *driveways* are permitted on a *lot* with a *duplex dwelling*.		
5.8.4 Driveway Setbacks a) A *driveway* crossing a *front lot line* on a *corner lot* or *through corner lot* shall be located no further from the *interior side lot line* than a distance equal to the *minimum interior side yard* required for the *dwelling*, plus the maximum width of the *driveway* permitted on the lot, plus 1.0 metre, measured at the point of where the *driveway* crosses the *front lot line*. (2021-068) b) Subsection (a) above shall not apply where a *driveway* is located a minimum of 15.0 metres from the point of intersection of the *front* and *flankage lot lines* or where the *lot lines* do not intersect the point of intersection of the projection of the *front* and *flankage lot lines*, measured at the point of where the *driveway* crosses the *front* or *flankage lot line.* (2021-068) c) A *driveway* crossing a *flankage lot line* on a *corner lot* or *through corner lot* shall be located a minimum of 15.0 metres from the point of intersection of the *front* and *flankage lot lines* or where the *lot lines* do not intersect the point of intersection of the projection of the *front* and *flankage lot lines*, measured at the point of where the *driveway* crosses the *flankage lot line*. *(2015-079) (2021-068)*	**5.8.4 Driveway Setbacks** **No changes proposed to 5.8.4 subsections a) to f)** **New subsection g) proposed:** g) Where a *driveway* is located on a *lot* zoned *Residential Low (R),* the *driveway* shall be a minimum of 0.6 m from the *interior lot line* except for *semi-detached dwellings* in which case it may be 0.0 metres to an *interior side lot line* where it is also the location of the common wall.	• Driveways are proposed to be setback a minimum of 0.6 metres from a lot line. This is intended to help improve drainage on properties and reduce the impact of hard surfaces

Current Regulations	Proposed Regulations	Comments
d) Notwithstanding subsection (a) above, a driveway crossing a front lot line on a lot with a *semi-detached*, *back-to-back townhouse*, or *townhouse dwelling* may be located on the same *interior side lot line* having the common wall shared between the two *dwellings*. *(2015-018)* e) Where a private garage is detached from the main building and is accessed by a driveway crossing the flankage lot line, the driveway shall be located no closer to the *rear lot line* than the applicable minimum setback required for the private garage, measured at the point where the *driveway* crosses the *flankage lot line*. f) Where a private garage is detached from the main building and is accessed by a driveway crossing the front lot line, the driveway shall be located no closer to the *side lot line* than the minimum interior side yard required for the private garage, measured at the point where the *driveway* crosses the *front lot line*.		
5.8.5 Circular Driveways a) The maximum coverage of a circular *driveway* shall be 50% of the area of the *yard* in which the circular *driveway* is located. b) The maximum cumulative width of the *driveway* entrances, measured at the point of crossing the *front lot line* and *flankage lot line*, shall be 9.0 metres. c) The *separation distance* between two *driveway* entrances on the same *lot* that cross the same *lot line*, measured at the point of crossing the applicable *lot line*, shall be a minimum of: i) 9.0 metres if the *driveway* has access to an *arterial road* or to a *collector road* that is within 75.0 metres of an *arterial road*; or,	**5.8.5 Circular Driveways** a) The maximum coverage of a circular *driveway* and all hard surface areas shall be 50% of the area of the *yard* in which the circular *driveway* is located. b) The maximum cumulative width of the *driveway* entrances, measured at the point of crossing the *front lot line* and *flankage lot line*, shall be 9.0 metres. c) The *separation distance* between two *driveway* entrances on the same *lot* that cross the same *lot line*, measured at the point of crossing the applicable *lot line*, shall be a minimum of:	• Clarifying that all hard surface areas are included in the 50% calculation to meet the intent

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Current Regulations	Proposed Regulations	Comments
ii) 15.0 metres if the *driveway* has access to a *local road* or a *collector road* that is greater than 75.0 metres from an *arterial road*.	i) 9.0 metres if the *driveway* has access to an *arterial road* or to a *collector road* that is within 75.0 metres of an *arterial road*; or, ii) 15.0 metres if the *driveway* has access to a *local road* or a *collector road* that is greater than 75.0 metres from an *arterial road*.	
5.8.6 Private Garage Maximum Sizes a) For *detached dwellings* on *lots* having less than 12.0 metres in *lot frontage*, the maximum total *floor area* for a *private garage* shall be 28.0 square metres. b) For *detached dwellings* on *lots* having greater than or equal to 12.0 metres in *lot frontage*, the maximum total *floor area* for a *private garage* shall be 45.0 square metres. c) Notwithstanding subsection (b) above, for *lots* located within the Residential Low (RL1) *Zone* the maximum total *floor area* for a *private garage* shall be 56.0 square metres and the maximum width of the entrance to the *private garage* shall be 9.0 metres. d) For *semi-detached dwellings,* the maximum total *floor area* for a *private garage* shall be 28.0 square metres.	**5.8.6 Private Garage Maximum Widths** a) For *detached dwellings* on *lots* having less than 12.0 metres in *lot frontage*, the maximum interior width of the *private garage* within 3.0 metres of the entrance shall be 5.0 metres. b) For *detached dwellings* on *lots* having greater than or equal to 12.0 metres in *lot frontage*, the maximum interior width of the *private garage* within 3.0 metres of the entrance shall be 7.0 metres. c) Notwithstanding subsection (b) above, for lots located within the Residential Low (R1) *Zone* the maximum interior width of the *private garage* within 3.0 metres of the entrance shall be 9.5 metres. d) Notwithstanding subsections (a) and (b) above, for *semi-detached dwellings*, the maximum interior width of the *private garage* within 3.0 metres of the entrance shall be 5.0 metres. e) The above regulations do not apply to *lots* located in the Residential Uptown Core (RUC) *Zone*.	• Replacing maximum private garage sizes with maximum widths to allow for flexibility and meet the intent of the regulation which is to limit the impact of the garage on the public realm • Garage area is proposed to be included in the Residential Floor Area Ratio to allow for flexibility for internal layout
5.8.7 Private Garage Setbacks and Projections a) Where a *private garage* has a vehicle entrance facing the *flankage lot line* or *front lot line* and the applicable *minimum yard* is less than 5.7 metres, the *private garage* shall be set back a minimum of 5.7 metres from the applicable *lot line*. *(2017-025)* b) Notwithstanding any other provision of this By-law, where a *private garage* is accessed by a *driveway* crossing a *rear lot*	**No changes proposed**	

Current Regulations	Proposed Regulations	Comments
line from a *lane*, the *private garage* shall be permitted to be located a minimum of 0.75 metres from the *rear lot line*. c) Attached or detached *private garages* shall not project more than 1.5 metres from the face of the longest portion of the *main wall* containing *residential floor area* that is on the *first storey* of the *dwelling* oriented toward the *front lot line* or *flankage lot line*. *(2016-013)* d) Where the opening providing access for a *motor vehicle* of a *private garage* is oriented toward an *interior side lot line*, the *private garage* shall be set back 7.0 metres from the *interior side lot line*.		

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Proposed Updates to Part 6 - Residential Zones:

<table>
<tr><th>Current Regulations</th><th>Proposed Regulations</th><th>Comments</th></tr>
<tr><td>

6.1 List of Applicable Zones

Residential Low	RL1, RL2, RL3, RL4, RL5, RL6
	RL7, RL8, RL9, RL10, RL11
Residential Uptown Core	RUC
Residential Medium	RM1, RM2, RM3, RM4
Residential High	RH

</td><td>

6.1 List of Applicable Zones

Residential Low	R1, R2, R3, R4, R5, R6
Residential Uptown Core	RUC
Residential Medium	RM1, RM2, RM3, RM4
Residential High	RH

</td><td>

- Reducing the number of Residential Low Zones from 11 to 6
- Renaming them from RL to R to reduce confusion when referencing the new names

</td></tr>
<tr><td>

6.2 Permitted Uses

Uses permitted in the Residential *Zones* are denoted by the symbol "√" in the column applicable to that *Zone* and corresponding with the row for a specific permitted *use* in Tables 6.2.1 and 6.2.2, below.

Table 6.2.1: Permitted Uses in the Residential Low Zones and the Residential Uptown Core Zone *(2017-025)*

		RL1, RL2, RL3, RL4, RL5, RL6	RL7, RL8, RL9	RL10	RL11	RUC
Accessory dwelling unit *(2023-024)*		√	√	√	√	√

</td><td>

6.2 Permitted Uses

Uses permitted in the Residential *Zones* are denoted by the symbol "√" in the column applicable to that *Zone* and corresponding with the row for a specific permitted *use* in Tables 6.2.1 and 6.2.2, below.

Table 6.2.1: Permitted Uses in the Residential Low Zones and the Residential Uptown Core Zone *(2017-025)*

1	2		3	4	5
A	**Use**		**R1, R2, R3, R4,**	**R5, R6**	**RUC**
1	*Accessory dwelling unit (2023-024)*		√	√	√
2	*Bed and breakfast establishment*	(1)	√	√	√

</td><td>

- Updating the zone names
- Removing duplex as a permitted use in Residential Low zones since 3 residential units are permitted on a lot within a detached dwelling and there are no lots that meet the criteria for a duplex dwelling
- Removing footnote three since there is no (3) reference in the chart

</td></tr>
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Bed and breakfast establishment	(1)	√	√	√	√	√
Conservation use		√	√	√	√	√
Day care	(1)	√	√	√	√	√
Detached dwelling		√	√	√		√
Duplex dwelling				√		
Emergency service facility		√	√	√	√	√
Emergency shelter						
Home occupation		√	√	√	√	√
Linked dwelling					√	
Lodging house	(1) (2)	√			√	√
Park, public		√	√	√	√	√
Place of worship						
Private home day care	(1)	√	√	√	√	√
Private school						
Semi-detached dwelling			√			√

3	*Conservation use*		√	√	√	
4	*Day care*	(1)	√	√	√	
5	*Detached dwelling*		√	√	√	
6	*Duplex dwelling*					
7	*Emergency service facility*		√	√	√	
8	*Emergency shelter*					
9	*Home occupation*		√	√	√	
10	*Linked dwelling*					
11	*Lodging house*	(1)(2)	√		√	
12	*Park, public*		√	√	√	
13	*Place of worship*					
14	*Private home day care*	(1)	√	√	√	
15	*Private school*					
16	*Semi-detached dwelling*			√	√	

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Short-term accommodation (2023-024)	(1)	√	√	√	√	√
Stormwater management facility		√	√	√	√	√
Townhouse dwelling						√

Additional Regulations for Permitted Uses Table 6.2.1

1. A maximum of one of the *uses* subject to this footnote shall be permitted on a *lot*. *(2023-024)*
2. The maximum number of *lodging units* shall be 3.
3. Permitted only on a *corner lot*.

17	*Short-term accommodation (2023-024)*	(1)	√	√	√	
18	*Stormwater management facility*		√	√	√	
19	*Townhouse dwelling*				√	

Additional Regulations for Permitted Uses Table 6.2.1

1. A maximum of one of the *uses* subject to this footnote shall be permitted on a *lot*. *(2023-024)*
2. The maximum number of lodging units shall be 3.

No Change:

- Table 6.2.2: Permitted Uses in the Residential Medium and Residential High Zones

No changes proposed

6.3 Regulations

The regulations for *lots* in a Residential *Zone* are set out in Tables 6.3.1, 6.3.2, 6.3.3, 6.3.4, 6.3.5, 6.3.6, 6.3.7, 6.3.8, and 6.3.9, below.

Table 6.3.1: Regulations in the Residential Low RL1, RL2, RL3, RL4, RL5, and RL6 Zones

	RL1	RL2	RL3	RL4	RL5	RL6
Minimum *lot area*	1,393.5 m^2 (2)	836.0 m^2 (2)	557.5 m^2 (2)	511.0 m^2 (2)	464.5 m^2 (2)	250.0 m^2 (3)
Minimum *lot frontage*	30.5 m (2)	22.5 m (2)	18.0 m (2)	16.5 m (2)	15.0 m (2)	11.0 m (3)

6.3 Regulations

The regulations for *lots* in a Residential *Zone* are set out in Tables 6.3.1, 6.3.2, 6.3.3, 6.3.4, 6.3.5, 6.3.6, 6.3.7, 6.3.8, and 6.3.9, below.

.

Additional Regulations for Table 6.3.1:

1. Section 6.6 b) for reduced *minimum front yard* shall apply to dwellings erected between dwellings that legally existed on the effective date of this by-law.
2. A single *storey* extension that is less than or equal to 6.5 metres in *height* is permitted to extend an additional 3.0 metres into a *rear yard* provided that *minimum interior side yards* and *minimum flankage yards* of 9.0 metres are established on both sides of the single *storey* extension.

- Proposing a reduction in the number of zones
- R1 roughly represents properties previously zoned RL1
- Updating the format to have one chart per zone with more information in the chart including references to the Residential Infill Overlay (-0)
- Simplifying the lot area and minimum frontage
- All front yards with the exception of vacant or

Minimum front yard	10.5 m (-0)	9.0 m (-0)	7.5 m (-0)	7.5 m (-0)	7.5 m (-0)	3.0 m
Minimum flankage yard *(2016-013)*	4.2 m	3.5 m	3.5 m	3.5 m	3.5 m	3.0 m (8)
Minimum interior side yard	4.2 m	2.4 m (4)	2.4 m and 1.2 m (5)	2.4 m and 1.2 m (5)	2.4 m and 1.2 m (5)	1.2 m and 0.6 m
Minimum rear yard	10.5 m	7.5 m (6)	7.5 m (6)	7.5 m (6)	7.5 m (6)	7.0 m (6)
Maximum number of *storeys*	n/a (-0)	n/a (-0)	n/a (-0)	n/a (-0)	n/a (-0)	2
Maximum *height*	10.5 m (-0)	12.0 m (-0)	12.0 m (-0)	12.0 m (-0)	12.0 m (-0)	10.5 m
Maximum *dwelling depth*	20.0 m (1)	n/a	n/a	n/a	n/a	n/a
Maximum *residential floor area ratio* *(2017-025)*	n/a (-0)	n/a (-0)	n/a (-0)	n/a (-0)	n/a (-0)	75% (7)
Maximum *lot coverage* for the *dwelling* *(2017-025)*	30% (-0)	30% (-0)	35% (-0)	35% (-0)	35% (-0)	n/a

Additional Regulations for Zone Regulations Table 6.3.1

Table 6.3.1: Regulations in the Residential Low (R1) Zone

1	2	3	4
A		R1	R1-0
1	Minimum *lot area*	1,350 m^2	1,350 m^2
2	Minimum *lot frontage*	30.0 m	30.0 m
3	*Minimum Front Yard*	See Section 6.6 a)	See Section 6.6 a)
4	*Minimum front yard* for vacant *lot* on effective date of this By-law or newly created *lot*	10.5 m (1)	10.5 m (1)
5	*Maximum Front Yard*	See Section 6.6 c)	See Section 6.6 c)
6	*Minimum flankage yard*	4.2 m	4.2 m
7	*Minimum interior side yard*	4.2m	4.2m
8	*Minimum rear yard*	10.5 m	10.5 m
9	Maximum *height*	See Section 6.7	See Section 6.7
10	Maximum number of *storeys*	n/a	2 (4)
11	Maximum *dwelling depth*	20.0 m (2)	20.0 m (2)
12	Maximum *lot coverage* (3)	30%	See Section 6.4.2
13	Maximum *floor area ratio*	n/a	See Section 6.4.1
14	Minimum *Residential Soft Landscaping Area* as a Percentage of Total *Lot Area*	35%	35%
15	Minimum *Residential Soft Landscaping Area* as a Percentage of the *Front Yard* and *Flankage Yard*	45%	45%

3. One non-habitable *accessory building* or *structure* of up to a maximum of 10 square metres and up to 2.5 metres in *height* measured from *grade* may be exempt from *lot coverage* requirements.
4. *Floor area* is not permitted above the second *storey*.

newly created lots are proposed to be existing minus 1 metre or the average of the two houses on either side, whichever one is less to allow for flexibility and consistency within a neighbourhood

- Residential Floor Area Ratio (RFAR) is proposed to be updated based on Table 6.4.1 which links RFAR to the size of the property (lot) for all lots
- Height will vary based on roof type
- A single storey extension of the depth of a dwelling is proposed to have a height of 6.5 metres rather than 7.5 metres to be more in line with a one storey height
- Clarifying that lot coverage applies to all buildings and structures on the lot
- Introducing an exception of one accessory building or structure within a maximum of 2.5 metres and 10 square metres from maximum lot coverage requirements. This allows everyone to have a shed on their property

-0. Where lands are shown on the Part 19 Maps of this By-law to be in the -0 Suffix *Zone*, the regulations of Section 6.4 shall apply.

1. A single *storey* extension that is less than or equal to 7.5 metres in *height* is permitted to extend an additional 3.0 metres into a *rear yard* provided that *minimum interior side yards* and *minimum flankage yards* of 9.0 metres are established on both sides of the single *storey* extension.
2. Within Plans of Subdivision registered after November 1, 1965, the minimum *lot frontage* may be reduced by 4.5 metres and minimum *lot area* proportionately reduced on a *lot* provided the average *lot* frontage and *lot area* throughout the entire Plan of Subdivision are not less than the minimum shown in the regulations tables for these *zones*.
3. For a *corner lot,* the minimum *lot area* shall be 285.0 square metres and the minimum *lot frontage* shall be 12.5 metres.
4. The *minimum interior side yard* shall be reduced to 1.2 metres on one side only where an attached *private garage* meeting the minimum dimension requirements of Section 5.2.3(b) of this By-law is provided.
5. The minimum *interior side yard* shall be reduced to 1.2 metres on both sides where an attached *private garage* meeting the minimum dimension requirements of Section 5.2.3(b) of this By-law is provided.
6. The *minimum rear yard* shall be reduced to 3.5 metres on a *corner lot* where an *interior side yard* of 3.0 metres is provided.
7. The maximum *residential floor area* shall be the lesser of 355.0 square metres or the potential maximum *residential floor area* available at 75% *residential floor area ratio*. *(2017-025)*
8. The minimum setback from a daylight triangle shall be 0.7 metres. *(2016-013)*

Table 6.3.2: Regulations in the Residential Low (R2) Zone

1	2	3	4
A		**R2**	**R2-0**
1	Minimum *lot area*	825.0 m^2 (1)	825.0 m^2 (1)
2	Minimum *lot frontage*	22.0 m (1)	22.0 m (1)
3	*Minimum front yard*	See Section 6.6 a)	See Section 6.6 a)
4	*Minimum front yard* for vacant *lot* on effective date of this By-law or newly created *lot*	9.0 m (1)	9.0 m (1)
5	*Maximum front yard*	See Section 6.6 c)	See Section 6.6 c)
6	*Minimum flankage yard*	3.5 m	3.5 m
7	*Minimum interior side yard*	See Section 6.6 d)	See Section 6.6 d)
8	*Minimum rear yard*	7.5 m (2)	7.5 m (2)
9	Maximum *height*	See Section 6.7	See Section 6.7
10	Maximum number of *storeys*	n/a	2 (4)
11	Maximum *lot coverage* (3)	30%	See Section 6.4.2
12	Maximum *residential floor area ratio*	n/a	See Section 6.4.1
13	Minimum *Residential Soft Landscaping Area* as a Percentage of Total *Lot Area*	35%	35%
14	Minimum *Residential Soft Landscaping Area* as a Percentage of the *Front Yard* and *Flankage Yard*	45%	45%

Additional Regulations for Table 6.3.2:

- Proposing a reduction in the number of zones
- R2 roughly represents properties previously zoned RL2
- Updating the format to have one chart per zone with more information in the chart including references to the Residential Infill Overlay (-0)
- Simplifying the lot area and minimum frontage
- All front yards with the exception of vacant or newly created lots are proposed to be existing minus 1 metre or the average of the two houses on either side, whichever one is less
- Side yards are proposed to based on the width (frontage) of the property (lot) and are laid out in Section 6.6(d)
- Residential Floor Area Ratio (RFAR) is proposed to be updated based on Table 6.4.1 which links RFAR to the size of the property (lot) for all lots
- Height will vary based on roof type

<table>
<tr>
<td></td>
<td>
1. Section 6.6 b) for reduced minimum front yard shall apply to dwellings erected between dwellings that legally existed on the effective date of this by-law.
2. The minimum rear yard shall be reduced to 3.5 metres on a corner lot where an interior side yard of 3.0 metres is provided.
3. One non-habitable accessory building or structure of up to a maximum of 10 square metres and up to 2.5 metres in height measured from grade may be exempt from lot coverage requirements.
4. Floor area is not permitted above the second storey.
</td>
<td>
• Clarifying that lot coverage applies to all buildings and structures on the lot

• Introducing an exception of one accessory building or structure within a maximum of 2.5 metres and 10 square metres from maximum lot coverage requirements. This allows everyone to have a shed on their property
</td>
</tr>
<tr>
<td></td>
<td>
Table 6.3.3: Regulations in the Residential Low (R3) Zone
<table>
<tr><th>1</th><th>2</th><th>3</th><th>4</th></tr>
<tr><th>A</th><th></th><th>R3</th><th>R3-0</th></tr>
<tr><td>1</td><td>Minimum lot area</td><td>450.0 m^2</td><td>450.0 m^2</td></tr>
<tr><td>2</td><td>Minimum lot frontage</td><td>15.0 m</td><td>15.0 m</td></tr>
<tr><td>3</td><td>Minimum front yard</td><td>See Section 6.6 a)</td><td>See Section 6.6 a)</td></tr>
<tr><td>4</td><td>Minimum front yard for vacant lot on effective date of this By-law or newly created lot</td><td>7.5m (1)</td><td>7.5m (1)</td></tr>
<tr><td>5</td><td>Maximum front yard</td><td>See Section 6.6 c)</td><td>See Section 6.6 c)</td></tr>
<tr><td>6</td><td>Minimum flankage yard</td><td>3.5 m</td><td>3.5 m</td></tr>
<tr><td>7</td><td>Minimum interior side yard</td><td>See Section 6.6 d)</td><td>See Section 6.6 d)</td></tr>
<tr><td>8</td><td>Minimum rear yard</td><td>7.5 m (2)</td><td>7.5 m (2)</td></tr>
<tr><td>9</td><td>Maximum height</td><td>See Section 6.7</td><td>See Section 6.7</td></tr>
<tr><td>10</td><td>Maximum number of storeys</td><td>n/a</td><td>2 (4)</td></tr>
</table>
</td>
<td>
• Proposing a reduction in the number of zones

• R3 roughly represents properties zoned RL3, RL4 and RL5

• Updating the format to have one chart per zone with more information in the chart including references to the Residential Infill Overlay (-0)

• Simplifying the lot area and minimum frontage

• All front yards with the exception of vacant or newly created lots are proposed to be existing minus 1 metre or the average of the two houses on either side, whichever one is less
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</tr>
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11	Maximum *lot coverage* (3)	35%	See Section 6.4.2
12	Maximum *residential floor area ratio*	n/a	See Section 6.4.1
13	Minimum *Residential Soft Landscaping Area* as a Percentage of Total *Lot Area*	35%	35%
14	Minimum *Residential Soft Landscaping Area* as a Percentage of the Front *Yard* and *Flankage Yard*	45%	45%

Additional Regulations for Table 6.3.3:

1. Section 6.6 b) for reduced *minimum front yard* shall apply to *dwellings* erected between *dwellings* that legally existed on the effective date of this by-law.
2. The *minimum rear yard* shall be reduced to 3.5 metres on a *corner lot* where an *interior side yard* of 3.0 metres is provided.
3. One non-habitable *accessory building* or *structure* of up to a maximum of 10 square metres and up to 2.5 metres in *height* measured from *grade* may be exempt from *lot coverage* requirements.
4. *Floor area* is not permitted above the second *storey*.

- Side yards are proposed to based on the width (frontage) of the property (lot) and are laid out in Section 6.6(d)
- Residential Floor Area Ratio (RFAR) is proposed to be updated based on Table 6.4.1 which links RFAR to the size of the property (lot) for all lots
- Height will vary based on roof type
- Clarifying that lot coverage applies to all buildings and structures on the lot
- Introducing an exception of one accessory building or structure within a maximum of 2.5 metres and 10 square metres from maximum lot coverage requirements. This allows everyone to have a shed on their property

Table 6.3.4: Regulations in the Residential Low (R4) Zone

1	2	3
A		**R4**
1	Minimum *lot area*	250.0 m^2 (1)

- Proposing a reduction in the number of zones
- R4 roughly represents properties zoned RL6
- Updating the format to have one chart per zone with more information in the chart

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		2	Minimum *lot frontage*	11.0 m (1)
		3	*Minimum front yard*	3.0m
		4	*Maximum front yard*	n/a
		5	*Minimum flankage yard* (2016-013)	3.0 m (2)
		6	*Minimum interior side yard*	1.2m
		7	*Minimum rear yard*	7.0 m (3)
		8	Maximum number of *storeys*	2
		9	Maximum *height*	See Section 6.7
		10	Maximum *dwelling depth*	n/a
		11	Maximum *residential floor area*	40 sq. m. + 75% of *lot area* (4)
		12	Maximum *lot coverage*	50% (5)
		13	Minimum *Residential Soft Landscaping Area* as a Percentage of Total *Lot Area*	35%
		14	Minimum *Residential Soft Landscaping Area* as a Percentage of the *Front Yard* and *Flankage Yard*	35%
	Additional Regulations for Table 6.3.4: 1. For a *corner lot,* the minimum *lot area* shall be 285.0 square metres and the minimum *lot frontage* shall be 12.5 metres.			• Simplifying the lot area and minimum frontage • Side yards are proposed to no longer be based on dwelling separation but a min. 1.2 m side yard. This will provide more clarity for what is permitted on each property since it will no longer be based on separation distance to adjacent dwellings • Height will vary based on roof type • Updating the maximum residential floor area under footnote from 355.0 square metres to 405.0 square metres to account for an additional 40 square metres to accommodate a private garage • Clarifying that lot coverage applies to all buildings and structures on the lot • Introducing an exception of one accessory building or structure within a maximum of 2.5 metres and 10 square metres from maximum lot coverage requirements. This allows everyone to have a shed on their property

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<table>
<tr>
<td></td>
<td>2. The minimum setback from a daylight triangle shall be 0.7 metres.
3. The minimum rear yard shall be reduced to 3.5 metres on a corner lot where an interior side yard of 3.0 metres is provided.
4. The maximum residential floor area shall be the lesser of 405.0 square metres or the potential maximum residential floor area available at 75% residential floor area ratio.
5. One non-habitable accessory building or structure of up to a maximum of 10 square metres and up to 2.5 metres in height measured from grade may be exempt from lot coverage requirements.</td>
<td></td>
</tr>
<tr>
<td>Table 6.3.2: Regulations in the Residential Low (RL7) Zone
<table>
<tr><th></th><th>Detached dwellings</th><th>Semi-detached dwellings</th></tr>
<tr><td>Minimum lot area</td><td>557.5 m^2</td><td>743.0 m^2</td></tr>
<tr><td>Minimum lot frontage</td><td>18.5 m</td><td>21.0 m</td></tr>
<tr><td>Minimum front yard (2015-018)</td><td>7.5 m (-0)</td><td>7.5 m</td></tr>
<tr><td>Minimum flankage yard</td><td>3.5 m</td><td>3.5 m</td></tr>
<tr><td>Minimum interior side yard</td><td>1.8 m and 1.2 m (1)</td><td>3.0 m (2)</td></tr>
<tr><td>Minimum rear yard</td><td>7.5 m (3)</td><td>7.5 m</td></tr>
<tr><td>Maximum number of storeys</td><td>n/a (-0)</td><td>n/a</td></tr>
<tr><td>Maximum height</td><td>12.0 m (-0)</td><td>12.0 m</td></tr>
</table>
</td>
<td>Additional Regulations for Table 6.3.5:

1. Section 6.6 b) for reduced minimum front yard shall apply to dwellings erected between dwellings that legally existed on the effective date of this by-law.
2. Floor area is not permitted above the second storey.
3. For detached dwellings, the minimum rear yard shall be reduced to 3.5 metres on a corner lot where an interior side yard of 3.0 metres is provided.
4. One non-habitable accessory building or structure of up to a maximum of 10 square metres and up to 2.5 metres in height measured from grade may be exempt from lot coverage requirements.</td>
<td>• Proposing a reduction in the number of zones

• R5 roughly represents properties zoned RL7

• Updating the format to have one chart per zone with more information in the chart including references to the Residential Infill Overlay (-0)

• Simplifying the lot area and minimum frontage

• All front yards with the exception of vacant or newly created lots are proposed to be existing minus 1 metre or the average of the two houses on either side, whichever one is less

• For detached dwellings, side yards are proposed to be based on the width (frontage) of the property</td>
</tr>
</table>

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Maximum *Residential Floor Area Ratio (2023-024)*	n/a (-0)	n/a
Maximum *lot coverage* for the *dwelling*	35% (-0)	35%

Additional Regulations for Zone Regulations Table 6.3.2

-0. Where lands are shown on the Part 19 Maps of this By-law to be in the -0 Suffix *Zone*, the regulations of Section 6.4 shall apply.

1. The *minimum interior side yard* shall be reduced to 1.2 metres on both sides where an attached *private garage* meeting the minimum dimension requirements of Section 5.2.3(b) of this By-law is provided.
2. The *minimum interior side yard* shall be reduced to 1.8 metres where an attached *private garage* meeting the minimum dimension requirements of Section 5.2.3(b) of this By-law is provided.
3. The *minimum rear yard* shall be reduced to 3.5 metres on a corner lot where an interior side yard of 3.0 metres is provided.

Table 6.3.3: Regulations in the Residential Low (RL8) Zone

	Detached dwellings	*Semi-detached dwellings*
Minimum *lot area*	360.0 m^2 (1)	450.0 m^2 (3)

Table 6.3.5: Regulations in the Residential Low (R5) Zone

1	2	3	4	5
A		***Detached Dwellings***	***Semi-detached Dwellings***	**R5-0**
1	Minimum *lot area*	450.0 m^2	725.0 m^2	See left
2	Minimum *lot frontage*	15.0 m	21.0 m	See left
3	*Minimum front yard*	See Section 6.6 a)	See Section 6.6 a)	See left
4	*Minimum front yard* for vacant *lot* on effective date of this By-law or newly created *lot*	7.5 m (1)	7.5 m (1)	See left
5	*Maximum front yard*	See Section 6.6 c)	See Section 6.6 c)	See left
6	*Minimum flankage yard*	3.5 m	3.5 m	See left
7	*Minimum interior side yard*	See Section 6.6 d)	3.0 m	See left
8	*Minimum rear yard*	7.5 m (3)	7.5 m	See left
9	Maximum *height*	See Section 6.7	See Section 6.7	See Section 6.7
10	Maximum number of *storeys*	n/a	n/a	2 (2)
11	Maximum *lot coverage* (4)	35%	35%	• Detached - See Section 6.4.2 • Semi-detached – 35%
12	Maximum *residential floor area ratio*	n/a	n/a	• Detached - See Section 6.4.1

(lot) and are laid out in Table 6.4.1

- Residential Floor Area Ratio (RFAR) is proposed to be updated based on Table 6.4.2 which links RFAR to the size of the property (lot) for all lots
- Height will vary based on roof type
- Updating the maximum residential floor area under footnote from 355.0 square metres to 405.0 square metres to account for an additional 40 square metres to accommodate a private garage
- Clarifying that lot coverage applies to all buildings and structures on the lot
- Introducing an exception of one accessory building or structure within a maximum of 2.5 metres and 10 square metres from maximum lot coverage requirements. This allows everyone to have a shed on their property

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Minimum *lot frontage*	12.0 m (2)	18.0 m (4)
Minimum front yard (2015-018)	4.5 m (-0)	4.5 m
Minimum flankage yard (2016-013)	3.0 m (9)	3.0 m (9)
Minimum interior side yard	0.6 m (5)	2.0 m
Minimum rear yard	7.5 m (6)	7.5 m
Maximum number of *storeys*	2 (7)	2 (7)
Maximum *height*	10.5 m (-0)	10.5 m
Maximum *residential floor area* for a *detached dwelling* on Map 19(1), 19(2), 19(2a), or Map 19(15) *(2015-018)*	200.0 m^2 (8)	n/a
Maximum *residential floor area* for a *semi-detached dwelling* on Map 19(1), 19(2), 19(2a), or Map 19(15) *(2015-018)*	n/a	180.0 m^2
Maximum *residential floor area ratio* for all other *lots* *(2015-018)*	65% (7)	65% (7)
Maximum *lot coverage* for the *dwelling*	n/a (-0)	n/a

				• Semi-detached – N/A
13	Minimum *Residential Soft Landscaping Area* as a Percentage of Total *Lot Area*	35%	35%	See left
14	Minimum *Residential Soft Landscaping Area* as a Percentage of the *Front Yard* and *Flankage Yard*	40%	45%	See left

Table 6.3.6: Regulations in the Residential Low (R6) Zones

1	2	3	4	5
A		***Detached Dwellings***	***Semi-detached Dwellings***	**R6-0**
1	Minimum *lot area*	270 m^2 (1)	450 m^2 (3)	See left
2	Minimum *lot frontage*	9.0 m (2)	15.0 m (4)	See left
3	*Minimum front yard*	See Section 6.6 a)	See Section 6.6 a)	See left
4	*Minimum front yard* for vacant *lot* on effective date of this By-law or newly created *lot*	7.5 m (5)	7.5 m (5)	See left
5	*Maximum front yard*	See Section 6.6 c)	See Section 6.6 c)	See left
6	*Minimum flankage yard*	3.0 m (7)	3.0 m (7)	See left
7	*Minimum interior side yard*	See Section 6.6 d)	1.8 m	See left
8	*Minimum rear yard*	7.5 m (8)	7.5 m	See left

- Proposing a reduction in the number of zones
- R6 roughly represents properties zoned RL8 and RL9
- Properties previously zoned RL11 are proposed to be zoned RL6 with a new special provision that allows for Linked Dwellings
- Properties previously Zoned RL10, are absorbed into other zones since none of the properties zoned RL10 met the specifications to permit duplex dwellings
- Updating the format to have one chart per zone with more information in the chart including references to the Residential Infill Overlay (-0)

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Additional Regulations for Zone Regulations Table 6.3.3

-0. Where lands are shown on the Part 19 Maps of this By-law to be in the -0 Suffix *Zone*, the regulations of Section 6.4 shall apply.
1. The minimum *lot area* shall be 405.0 square metres for a *corner lot*.
2. The minimum *lot frontage* shall be 13.5 metres for a *corner lot*.
3. The minimum *lot area* shall be 510.0 square metres for a *corner lot*.
4. The minimum *lot frontage* shall be 20.0 metres for a *corner lot*.
5. A minimum *separation distance* of 2.4 metres shall be required between *detached dwellings* on abutting *lots* in the same *zone*. The aggregate distance of the *interior side yards* on a *lot* shall equal 2.4 metres.
6. The *minimum rear yard* shall be reduced to 3.5 metres on a corner lot where an interior side yard of 3.0 metres is provided.
7. Notwithstanding the above, *residential floor area* above the second *storey* is permitted provided that the *residential floor area* above the second *storey* shall not exceed 35% of the *residential floor area* of the second *storey* below.
8. Section 6.4.1 shall not apply to a *detached dwelling* in the Residential Low (RL8-0) *Zone*. *(2015-018)*
9. The minimum setback from a daylight triangle on *lots* not in the -0 Suffix *Zone* shall be 0.7 metres. *(2016-013)*

9	Maximum *height*	See Section 6.7	See Section 6.7	See Section 6.7
10	Maximum number of *storeys*	n/a	n/a	2 (6)
11	Maximum *residential floor area*	40 sq. m. + 65% of *lot area* (9)	30 sq. m. + 65% of *lot* area (9)	See left
12	Maximum *lot coverage* (10)	50%	50%	35%
13	Minimum *Residential Soft Landscaping Area* as a Percentage of Total *Lot Area*	35%	35%	See left
14	Minimum *Residential Soft Landscaping Area* as a Percentage of the *Front Yard* and *Flankage Yard*	45%	40%	See left

Additional Regulations for Table 6.3.6

1. The minimum *lot area* shall be 315.0 square metres for a *corner lot*.
2. The minimum *lot frontage* shall be 10.5 metres for a *corner lot*.
3. The minimum *lot area* shall be 510.0 square metres for a *corner lot*.
4. The minimum *lot frontage* shall be 17.0 metres for a *corner lot*.
5. Section 6.6 for reduced *minimum front yard* shall apply to *dwellings* erected between *dwellings* that legally existed on the effective date of this by-law.
6. *Floor area* is not permitted above the *second storey*.
7. The minimum setback from a daylight triangle shall be 0.7 metres.
8. For *detached dwellings*, the *minimum rear yard* shall be reduced to 3.5 metres on a *corner lot* where an *interior side yard* of 3.0 metres is provided.
9. Notwithstanding the above, *residential floor area* above the second *storey* is permitted provided that the *residential floor area* above the *second*

- Simplifying the lot area and minimum frontage
- All front yards with the exception of vacant or newly created lots are proposed to be existing minus 1 metre or the average of the two houses on either side, whichever one is less
- For detached dwellings, side yards are proposed to be based on the width (frontage) of the property (lot) and are laid out in Section 6.6
- Height will vary based on roof type
- Clarifying that lot coverage applies to all buildings and structures on the lot
- Adding 40 sq. m. for detached dwelling and 30 sq. m. for a semi-detached dwelling to account for previous garage area permission to be added to the total volume of the dwelling
- Introducing an exception of one accessory building or structure within a maximum of 2.5 metres and 10

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Table 6.3.4: Regulations in the Residential Low (RL9) Zone

	Detached dwellings	*Semi-detached dwellings*
Minimum *lot area*	270.0 m^2 (1)	450.0 m^2 (3)
Minimum *lot frontage*	9.0 m (2)	15.0 m (4)
Minimum front yard	4.5 m	4.5 m
Minimum flankage yard *(2016-013)*	3.0 m (8)	3.0 m (8)
Minimum interior side yard	0.6 m (5)	1.8 m
Minimum rear yard	7.5 m (6)	7.5 m
Maximum number of *storeys*	2 (7)	2 (7)
Maximum *height*	10.5 m	10.5 m
Maximum *residential floor area ratio* *(2015-018)*	65% (7)	65% (7)
Maximum *lot coverage* for the *dwelling*	n/a	n/a

Additional Regulations for Zone Regulations Table 6.3.4

storey shall not exceed 35% of the *residential floor area* of the second *storey* below.

10. One non-habitable *accessory building* or *structure* of up to a maximum of 10 square metres and up to 2.5 metres in *height* measured from *grade* may be exempt from *lot coverage* requirements.

square metres from maximum lot coverage requirements. This allows everyone to have a shed on their property

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1. The minimum *lot area* shall be 315.0 square metres for a *corner lot*.
2. The minimum *lot frontage* shall be 10.5 metres for a *corner lot*.
3. The minimum *lot area* shall be 510.0 square metres for a *corner lot*.
4. The minimum *lot frontage* shall be 17.0 metres for a *corner lot*.
5. A minimum *separation distance* of 2.4 metres shall be required between *detached dwellings* on abutting *lots* in the same *zone*. The aggregate distance of the *interior side yards* on a *lot* shall equal 2.4 metres.
6. The *minimum rear yard* shall be reduced to 3.5 metres on a corner lot where an interior side yard of 3.0 metres is provided.
7. Notwithstanding the above, *residential floor area* above the second *storey* is permitted provided that the *residential floor area* above the second *storey* shall not exceed 35% of the *residential floor area* of the second *storey* below.
8. The minimum setback from a daylight triangle shall be 0.7 metres.

(2016-013)

Table 6.3.5: Regulations in the Residential Low (RL10) Zone

	Detached dwellings	*Duplex dwellings*
Minimum *lot area*	464.5 m^2	743.0 m^2
Minimum *lot frontage*	15.0 m	21.0 m
Minimum front yard	7.5 m	7.5 m

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Minimum flankage yard	3.5 m	3.5 m
Minimum interior side yard	2.4 m and 1.2 m (1)	3.5 m
Minimum rear yard	7.5 m (2)	7.5 m
Maximum number of *storeys*	n/a (-0)	n/a
Maximum *height*	12.0 m (-0)	12.0 m
Maximum *Residential Floor Area Ratio* *(2023-024)*	n/a (-0)	n/a
Maximum *lot coverage* for the *dwelling*	35% (-0)	25%

Additional Regulations for Zone Regulations Table 6.3.5

-0. Where lands are shown on the Part 19 Maps of this By-law to be in the -0 Suffix *Zone*, the additional regulations of Section 6.4 shall apply.
1. The *minimum interior side yard* shall be reduced to 1.2 metres on both sides where an attached *private garage* having a minimum interior width of 3.0 metres and a minimum depth of 5.7 metres is provided.
2. The *minimum rear yard* shall be reduced to 3.5 metres on a corner lot where an interior side yard of 3.0 metres is provided.

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Table 6.3.6: Regulations in the Residential Low (RL11) Zone | | *Linked dwellings* | | Minimum *lot area* | 650.0 m^2 | | Minimum *lot frontage* | 18.0 m | | *Minimum front yard* | 6.0 m | | *Minimum flankage yard* | 3.5 m | | *Minimum interior side yard* | 1.5 m and 0.6 m | | *Minimum rear yard* | 7.5 m (1) | | Maximum *height* | 12.0 m | | Maximum *lot coverage* for the *dwelling* | 35% | **Additional Regulations for Zone Regulations Table 6.3.6** 1. The minimum rear yard shall be reduced to 3.5 metres on a corner lot where an interior side yard of 3.0 metres is provided.		
Not Changing: • Table 6.3.7: Regulations in the Residential Uptown Core (RUC) Zone • Table 6.3.8: Regulations in the Residential Medium (RM) Zones • Table 6.3.9: Regulations in the Residential High (RH) Zone	No changes proposed	
6.4 The -0 Suffix Zone	**6.4 Residential Low Density Overlay Zone (-0)**	• Updated the name of the (-0) areas from "-0" Suffix

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<table>
<tr><td>Notwithstanding any other provision of this By-law, the following regulations shall apply on lands subject to the -0 Suffix Zone</td><td>The Residential Low Density Overlay Zone is identified by a (-0) symbol in the same font size following the zone symbol. Notwithstanding any other provision of this By-law, the following regulations shall apply on lands subject to the Residential Low Overlay (-0).</td><td>Zone to Residential Infill Overlay (-0)</td></tr>
<tr><td>.
6.4.1 Residential Floor Area Ratio (2021-068)
a) Where residential floor area is located on the same level as an attic, residential floor area shall be calculated from the exterior face of the knee wall.
b) Where attic space is located on the same level as a permitted storey including an attic above an attached private garage and the attic shares a common wall(s) in whole or in part with the permitted storey and exceeds a headroom clearance below the roof framing of 1.8 metres at any given point, the entire attic space shall be included in the residential floor area calculation.
c) Where any dwelling having more than one storey has an attached private garage, the floor area of the private garage shall be included in the residential floor area calculation if:
i) The attached private garage has a height equal to or greater than 6.0 metres, measured from the finished floor level of the private garage to the highest point of the structure containing the private garage; and
ii) The residential floor area located directly above the private garage is less than 25% of the private garage floor area below.
d) The maximum residential floor area ratio for a detached dwelling shall be as shown in Table 6.4.1, below:</td><td>6.4.1 Residential Floor Area Ratio
a) Where residential floor area is located on the same level as an attic, residential floor area shall be calculated from the exterior face of the knee wall.
b) Where attic space is located on the same level as a permitted storey including an attic above an attached private garage and the attic shares a common wall(s) in whole or in part with the permitted storey and exceeds a headroom clearance below the roof framing of 1.8 metres at any given point, the entire attic space shall be included in the residential floor area calculation.
c) For areas without a floor on any storey, the areas without a floor shall be counted as residential floor area, except for the following:
i. The areas without a floor are located directly above stairs located on the floor level below.
ii. The height of the of the building does not exceed 6.5 metres, measured to the highest part of the roof which is located directly above the portion the building without a floor above the first storey.
Table 6.4.1: Maximum Residential Floor Area Ratio
<table><tr><th>1</th><th>2</th><th>3</th></tr><tr><th>A</th><th>Lot area</th><th>Maximum Residential Floor Area Ratio</th></tr><tr><td>1</td><td>349.99 m^2 or less</td><td>65%</td></tr><tr><td>2</td><td>350.00 m^2 – 449.99 m^2</td><td>60%</td></tr></table></td><td>• RFAR is linked to lot area and includes the area of a private garage
• Areas without a floor on any storey will be counted as residential floor area to capture large open to below areas within dwellings</td></tr>
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Table 6.4.1: Maximum Residential Floor Area Ratio in the -0 Suffix Zones

Lot area	Maximum Residential Floor Area Ratio
Less than 557.5 m^2	43%
557.50 m^2 – 649.99 m^2	42%
650.00 m^2 – 742.99 m^2	41%
743.00 m^2 – 835.99 m^2	40%
836.00 m^2 – 928.99 m^2	39%
929.00 m^2 – 1,021.99 m^2	38%
1,022.00 m^2 – 1,114.99 m^2	37%
1,115.00 m^2 – 1,207.99 m^2	35%
1,208.00 m^2 – 1,300.99 m^2	32%
1,301.00 m^2 or greater	29%

3	450.00 m^2 – 549.99 m^2	55%
4	550.00 m^2 – 649.99 m^2	51%
5	650.00 m^2 - 749.99 m^2	49%
6	750.00 m^2 - 849.99 m^2	47%
7	850.00 m^2 - 949.99 m^2	45%
8	950.00 m^2 - 1049.99 m^2	43%
9	1050.00 m^2 - 1149.99 m^2	41%
10	1150.00 m^2- 1249.99 m^2	39%
11	1250.00 m^2 - 1349.99 m^2	37%
12	1350.00 m^2 – 1449.99 m^2	35%
13	1450.00 m^2 and greater	33%

6.4.2 Maximum Lot Coverage

a) For a lot with a *detached dwelling*, the maximum *lot coverage* shall be as shown in Table 6.4.2, below.

6.4.2 Maximum Lot Coverage

a) For a lot with a *detached dwelling*, the maximum *lot coverage* for all *buildings* and *structures* on the *lot* shall be as shown in Table 6.4.2, below.

Table 6.4.2: Maximum Lot Coverage

1	2	3	4
A	**Lot Area**	Where the *detached dwelling* is less than or equal to 7.0 metres in *height*	Where the *detached dwelling* is greater than or equal to 7.0 metres in *height*

- Lot coverage is updated to be tied to the size of the lot instead of the zone for lots subject to the Residential Infill Overlay (-0)

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Table 6.4.2: Lot Coverage in the -0 Suffix Zones

Parent Zone	Where the detached dwelling is less than or equal to 7.0 metres in height	Where the detached dwelling is greater than 7.0 metres in height
RL1 and RL2 *Zones*	Shall be equal to the maximum *lot coverage* for the parent *zone*	25%
RL3, RL4, RL5, RL7, RL8, and RL10 *Zones*		35%

b) Notwithstanding section 6.5.2(e) of this By-law, no additional *lot coverage* is permitted for *accessory buildings* and *structures* in a -0 Suffix *Zone*.

1	Up to 649.99 sqm	35%	35%
2	650.00 sqm to 849.99 sqm	35%	30%
3	850.00 sqm and up	30%	25%

6.4.3 Minimum and Maximum Front Yard

a) The *minimum front yard* on all *lots* shall be the *yard* legally existing on the effective date of this By-law less 1.0 metre.

b) Notwithstanding subsection (a) above, where a lot was vacant on the effective date of this By-law or a new lot is created after the effective date of this By-law, the *minimum front yard* shall be equal to the *minimum front yard* required for the parent *zone*.

c) The *maximum front yard* for new *dwellings* on all *lots* shall be 5.5 metres greater than the *minimum front yard* for the applicable *lot*.

6.6 Minimum and Maximum Yards

a) The *minimum front yard* in any Residential Low Zone except the Residential Uptown Core (RUC) *Zone* shall be the lesser of:

i) The *yard* legally existing on February 25, 2014, less 1.0 metre; or

ii) For *dwellings* erected between *dwellings* that legally existed on February 25, 2014, the average of the *yards* abutting the same *road* established by the nearest *dwelling* on each side.

b) *Minimum front yard* for vacant *lot* on effective date of this By-law or newly created *lot* for any *dwelling* erected between *dwellings* that are legally existing, in the same block with *yards* abutting the same *road* that, when averaged, are less than the minimum requirement of the applicable zone shall be the average of the *yards* abutting the same *road* established by the nearest *dwelling* on each side.

- All properties including those located outside the Residential Infill Overlay (-0) will have a minimum front yard of existing front yard minus one metre or the average of the houses on either side, whichever is less

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<table>
<tr><td></td><td>c) The maximum front yard for new dwellings on all lots shall be 5.5 metres greater than the minimum front yard for the applicable lot.</td><td></td></tr>
<tr><td>6.4.4 Main Wall Proportionality

The following main wall proportion requirements apply to new buildings constructed after the effective date of this By-law:

a) A minimum of 50% of the length of all main walls oriented toward the front lot line shall be located within the area on the lot defined by the minimum and maximum front yards.
b) For clarity, Section 6.4.4 does not apply to additions to buildings legally existing on the effective date of this By-law.</td><td>Main wall proportionality will no longer apply</td><td></td></tr>
<tr><td>6.4.5 Balcony and Deck Prohibition

Balconies and uncovered platforms are prohibited above the floor level of the first storey on any lot in the -0 Suffix Zone.</td><td>6.4.3 Balcony and Uncovered Platforms

Balconies and uncovered platforms are not permitted above the floor level of the first storey on any lot subject to the Residential Low Overlay (-0).</td><td>• Updating -0 reference and language from prohibited to not permitted</td></tr>
<tr><td>6.4.6 Height and Storeys

a) The maximum number of storeys shall be 2.
b) Floor area is prohibited above the second storey.
c) The maximum height shall be 9.0 metres.</td><td>Height provisions are now in Table 6.7.1

Table 6.7.1: Maximum Height for Dwellings in Residential Low Zones
<table><tr><th>1</th><th>2</th><th>3</th><th>4</th><th>5</th><th>6</th><th>7</th><th>8</th><th>9</th><th>10</th><th>11</th><th>12</th><th>13</th></tr><tr><th>A</th><th></th><th>R1</th><th>R1-0</th><th>R2</th><th>R2-0</th><th>R3</th><th>R3-0</th><th>R4</th><th>R5</th><th>R5-0</th><th>R6</th><th>R6-0</th></tr><tr><td>1</td><td>Maximum height for a sloped roof</td><td>10.5 m</td><td>10.0 m</td><td>12.0 m</td><td>10.0 m</td><td>12.0 m</td><td>10.0 m</td><td>10.5 m</td><td>12.0 m</td><td>10.0 m</td><td>10.5 m</td><td>10.0 m</td></tr><tr><td>2</td><td>Maximum height for a dwelling with a flat roof</td><td>8.0 m</td><td>8.0 m</td><td>8.0 m</td><td>8.0 m</td><td>8.0 m</td><td>8.0 m</td><td>8.0 m</td><td>8.0 m</td><td>8.0 m</td><td>8.0 m</td><td>8.0 m</td></tr><tr><td>3</td><td>Maximum height for a dwelling with a semi-flat roof</td><td>9.0 m</td><td>9.0 m</td><td>9.0 m</td><td>9.0 m</td><td>9.0 m</td><td>9.0 m</td><td>9.0 m</td><td>9.0 m</td><td>9.0 m</td><td>9.0 m</td><td>9.0 m</td></tr></table></td><td>• Maximum storeys and floor area above the first storey is now in the main zone tables for ease of reference.

• Height will be regulated based on roof type.</td></tr>
</table>

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6.5 Accessory Buildings and Structures

The following regulations apply to *accessory buildings* and *structures*:

6.5.1 General Provisions

a) An *accessory building* or *structure* shall be located on the same *lot* as primary *use* to which it is associated.
b) An *accessory building* or *structure* shall not be used for human habitation or an occupation for gain or profit, unless otherwise permitted by this By-law.

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No changes proposed to section 6.5.1

</td>
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- No change proposed

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6.5.2 Regulations *(2021-068)*

a) Subject to subsection b) below, the *minimum yards* for an *accessory building* or *structure* shall be the same as for the *dwelling* on the *lot*.
b) The minimum *yard* from any *lot line* for an *accessory building* or *structure* located in a *flankage* or *rear yard* shall be 0.6 metres, provided that the *accessory building* or *structure* has a minimum *separation distance* of 2.0 metres from the *dwelling*.
c) Subject to subsection d) below, the maximum *height* for an *accessory building* or *structure* shall be 4.0 metres measured from *grade*.
d) The maximum *height* of *accessory building* or *structure* shall be reduced to 2.5 metres measured from *grade* where the *accessory building* or *structure* is located less than 3.5 metres from a *flankage lot line*.
e) The maximum *lot coverage* shall be the greater of 5% of the *lot area* or 42.0 square metres of *building* area, except as specified otherwise by this By-law. This *lot coverage* shall be additional to the maximum *lot coverage* for the *dwelling*.

</td>
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6.5.2 Regulations

Table 6.5.2: Regulations for Non-habitable Accessory Building and Structures

1	2	3	4
A	**Location on the Lot**	**Separation Distance from the Main Building**	**Minimum Yard Requirement**
1	*Front yard* and *interior side yard*	n/a	Subject to the same requirements of the main *building.*
2	*Rear yard* and *flankage yard*	Less than 2.0 metres	Subject to the same requirements of the main *building.*
		Minimum 2.0 metres	0.6 metres from any *lot line.*
Maximum Size			
3	Maximum *height*	4.0 metres measured from *grade* (1)	
4	Maximum *lot coverage*	Shall be the greater of 5% or 42.0 square metres (2) (3)	

</td>
<td>

- Regulations are reorganized into a chart to make them easier to interpret
- One uninhabited accessory building up to a maximum of 10 square metres and 2.5 metres in height is exempt from the calculation of lot coverage
- If an accessory building is greater than 10 square metrres, it cannot be exempt
- All other accessory buildings are on lots in a Residential Low (R) Zone, are included in the maximum lot coverage

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</table>

<table>
<tr>
<td></td>
<td>1) The maximum height of an accessory building shall be reduced to 2.5 metres measured from grade where the accessory building or structure is located less than 3.5 metres from the flankage lot line.
2) For lots located in a Residential Low Zone, the lot coverage shall be included in the maximum lot coverage for all buildings and structures on the lot, for all other zones, this lot coverage shall be additional to the maximum lot coverage for the dwelling.
3) Notwithstanding footnote 2 above, in the Residential Low Zones, one non-habitable accessory building or structure of up to a maximum of 10 square metres and up to 2.5 metres in height measured from grade may be exempt from all lot coverage requirements.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>
Table 6.5.3: Regulations for Detached Additional Residential Units
<table>
<tr><th>1</th><th>2</th><th>3</th><th>4</th></tr>
<tr><th>A</th><th>Location on the Lot</th><th>Separation Distance from the Main Building</th><th>Minimum Yard Requirement</th></tr>
<tr><td>1</td><td>Front yard and interior side yard</td><td>n/a</td><td>Subject to the same requirements of the main building.</td></tr>
<tr><td>2</td><td>Rear yard and flankage yard</td><td>Less than 2.0 metres</td><td>Subject to the same requirements of the main building.</td></tr>
<tr><td rowspan="2">3</td><td rowspan="2">Rear yard and flankage yard</td><td rowspan="2">Minimum 2.0 metres</td><td>1.2m from interior side and rear lot line</td></tr>
<tr><td>3.5m from flankage lot line</td></tr>
<tr><th colspan="4">Maximum Size</th></tr>
<tr><td>4</td><td>Maximum height</td><td colspan="2">4.0m measured from grade</td></tr>
<tr><td>5</td><td>Maximum lot coverage</td><td colspan="2">Shall be the greater of 5% or 42.0 square metres (1)</td></tr>
</table>
Additional Regulations for Table 6.5.3
</td>
<td>• Additional chart for detached additional residential units is proposed to clarify that it must be located a minimum of 1.2 metres from an interior side and rear lot line and 3.5 metres from a flankage lot line

• These setbacks will allow for access, building separation, privacy and improved drainage</td>
</tr>
</table>

	1) For *lots* located in a Residential Low *Zone* (R), the *lot coverage* shall be included in the maximum *lot coverage* for all *buildings* and *structures* on the *lot*, for all other zones, this *lot coverage* shall be additional to the maximum *lot coverage* for the *dwelling*.	
6.6 Reduced Minimum Front Yard in Residential Zones The *minimum front yard* for any *dwelling* erected between *dwellings* that legally existed on the effective date of this By-law in the same block with *yards* abutting the same *road* that, when averaged, are less than the minimum requirement of the applicable *zone* shall be the average of the *yards* abutting the same *road* established by the nearest *dwelling* on each side. *(2015-079)*	**6.6 Minimum and Maximum Yards** a) The *minimum front yard* in any Residential Low Zone except the Residential Uptown Core (RUC) *Zone* shall be the lesser of: i) The *yard* legally existing on February 25, 2014, less 1.0 metre; or ii) For *dwellings* erected between *dwellings* that legally existed on February 25, 2014, the average of the *yards* abutting the same *road* established by the nearest *dwelling* on each side. b) *Minimum front yard* for vacant *lot* on effective date of this By-law or newly created *lot* for any *dwelling* erected between *dwellings* that are legally existing, in the same block with *yards* abutting the same *road* that, when averaged, are less than the minimum requirement of the applicable zone shall be the average of the *yards* abutting the same *road* established by the nearest *dwelling* on each side. c) The *maximum front yard* for new *dwellings* on all *lots* shall be 5.5 metres greater than the *minimum front yard* for the applicable *lot*. d) The *minimum interior side yard* for *detached dwellings* shall be as shown in Table 6.6.1, below. **Table 6.6.1: Minimum Interior Side Yard Regulations for Detached Dwellings** **1** | **2** | **3** | **4**	• Reduced minimum will apply to all Residential Low Zones. • New side yard requirements tied to lot frontage instead of zone to replace zone requirements for detached dwellings in R2, R3, R5, and R6 zones.

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A	Scenario	Minimum interior side yards – attached garage	Minimum interior side yards – detached garage or no garage
1	Greater than or equal to 30.0 m in *lot frontage*	3.0 m	3.0 m
2	Equal to or greater than 25.0 m in *lot frontage* and less than 30.0 m in *lot frontage*	2.4 m	2.4 m and 3.0 m
3	Equal to or greater than 20.0 m in *lot frontage* and less than 25.0 m in *lot frontage*	2.4 m and 1.8 m	2.4 m and 3.0 m
4	Equal to or greater than 15.0 m in *lot frontage* and less than 20.0 m in *lot frontage*	1.8m	1.8 m and 3.0 m
5	Less than 15.0 m in *lot frontage*	1.2 m	1.2 m and 3.0 m

6.7 Height and Storeys

a) The maximum *height* for *dwellings* in a Residential Low Zone shall be as shown in Table 6.7.1, below:

- Update height to be calculated based on roof type

Table 6.7.1: Maximum Height for Dwellings in Residential Low Zones

1	2	3	4	5	6	7	8	9	10	11	12	13
A		R1	R1-0	R2	R2-0	R3	R3-0	R4	R5	R5-0	R6	R6-0
1	Maximum *height* for a *sloped roof*	10.5 m	10.0 m	12.0 m	10.0 m	12.0 m	10.0 m	10.5 m	12.0 m	10.0 m	10.5 m	10.0 m
2	Maximum *height* for a *dwelling* with a *flat roof*	8.0 m	8.0 m	8.0 m	8.0 m	8.0 m	8.0 m	8.0 m	8.0 m	8.0 m	8.0 m	8.0 m

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	3	Maximum *height* for a *dwelling* with a *semi-flat roof*	9.0 m	9.0 m	9.0 m	9.0 m	9.0 m	9.0 m	9.0 m	9.0 m	9.0 m	9.0 m	9.0 m

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OAKVILLE

REPORT

Planning and Development Council

Meeting Date: April 20, 2026

FROM:	Planning and Development Department
DATE:	April 7, 2026
SUBJECT:	**Recommendation Report – Zoning By-law Amendment and Draft Plan of Subdivision, Argo Lions Valley, 1303 Dundas Street West, File No. Z.1323.01 and 24T-25002.1323**
LOCATION:	1303 Dundas Street West
WARD:	Ward 7

RECOMMENDATION

1. That the Director of Planning and Development be authorized to grant draft plan approval to the Draft Plan of Subdivision (24T-25002.1323) submitted by Argo Lions Valley, prepared by R-PE Surveying Ltd., dated March 3, 2026, subject to the conditions contained in Appendix 'H';

2. That By-law 2026-046, an amendment to Zoning By-law 2009-189, be passed;

3. That, in accordance with Section 34(17) of the *Planning Act*, no further notice is determined to be necessary; and,

4. 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 North Side of Dundas Street West with Harasym Trail to the east, Lion's Valley to the west and William Halton Parkway to the north and are municipally known as 1303 Dundas Street West.

- **Policy Context:** The subject lands are designated Medium Density Residential and Dundas Urban Core Area in the North Oakville East Secondary Plan ("NOESP").

  Zoning: The subject lands are zoned Future Development (FD) in Zoning By-law 2009-189 (the "Zoning By-law").

- **Nature of Application:** The applicant has applied for a Zoning By-law Amendment and Draft Plan of Subdivision. The purpose of the applications is to amend Zoning By-law 2009-189 and register a plan of subdivision for the subject property to permit the proposed development.

- **Purpose of Application(s):** The purpose of the Zoning By-law Amendment and Draft Plan of Subdivision applications is to rezone the majority of the site from Future Development (FD) to General Urban (GU), Natural Heritage System (NHS) and Stormwater Management Facility (SMF) to allow for 132 residential dwelling units in the form of detached and townhouse dwellings, create two future development blocks along Dundas Street West, create a block for a stormwater management facility, and delineate and dedicate Natural Heritage System blocks to the Town.

- **Proposal:** The proposal consists of 132 residential dwellings composed of single detached dwellings, dual frontage townhouse dwellings, back-to-back townhouse dwellings and street-oriented townhouse dwellings organized around two future development blocks, a Stormwater Management (SWM) Pond, retention of the on-site and surrounding natural areas as well as new public roads.

- **Public Consultation:** The applicant hosted an in-person Public Information Meeting ("PIM") on December 10, 2024. Councillors Nanda and Xie attended. A statutory Public Meeting took place at the March 17, 2025 Planning and Development Council Meeting for the rezoning and Draft Plan of Subdivision applications.

- **Timing:** The rezoning and Draft Plan of Subdivision applications were deemed complete on January 23, 2025. While these applications could be appealed for non-decision, the applicant has used its time to work with staff through three submissions to address comments and additional matters to be considered as were presented at the March 17, 2025 Planning and Development Council Meeting.

- **Recommendation:** Staff recommend approval of the rezoning and Draft Plan of Subdivision applications as the proposal is consistent with the Provincial Planning Statement, 2024 (PPS), conforms to the Halton Region Official Plan (HROP) and the NOESP.

BACKGROUND

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

The subject property was occupied by radio towers which were decommissioned as of February 11, 2026.

Proposal

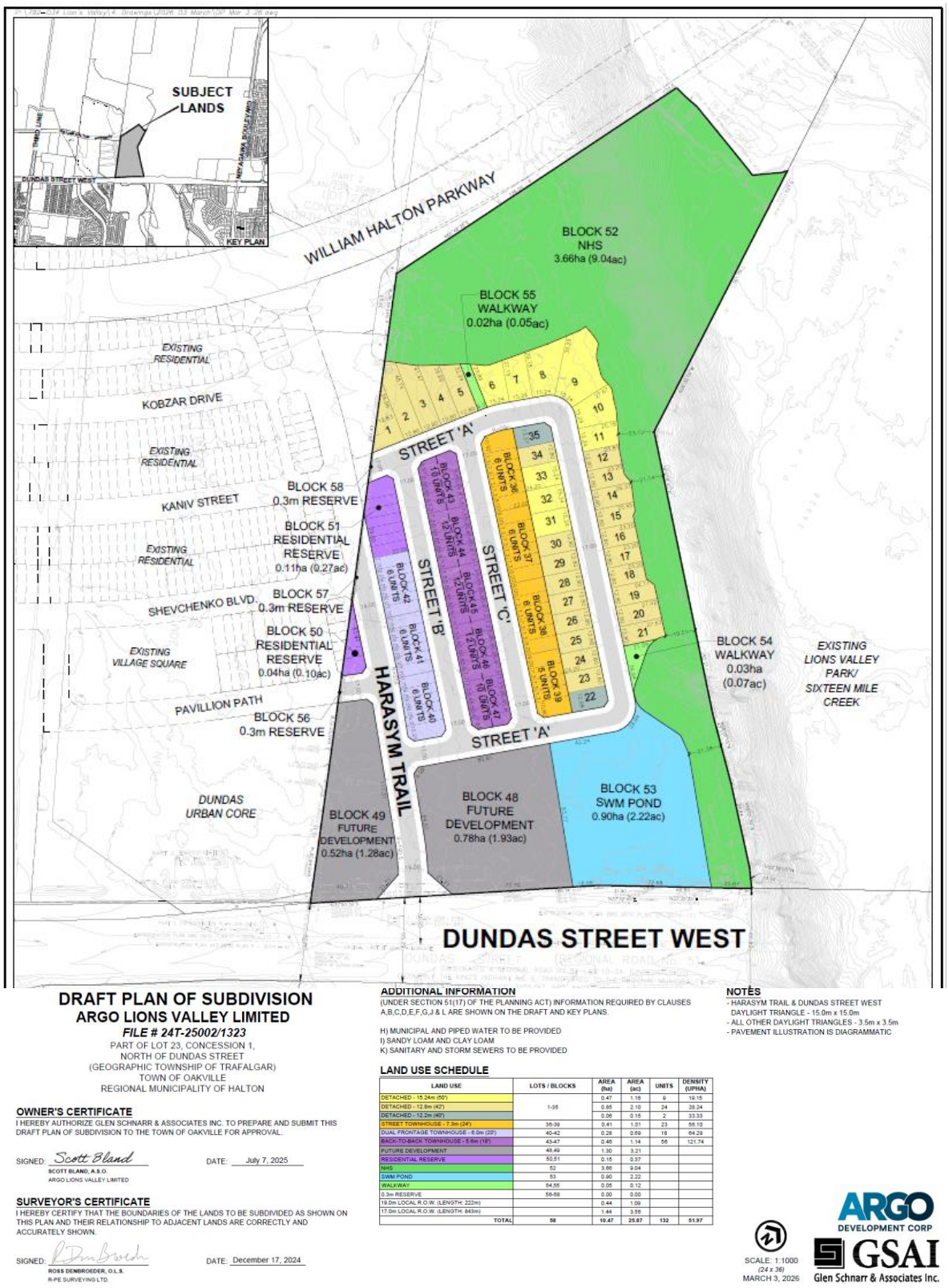
The application proposes redevelopment of approximately 10.47 hectares of land as follows (see Figure 1):

- 132 residential dwelling units in the form of 35 detached dwellings and 97 townhouse units;
- a natural heritage system block associated with the Sixteen Mile Creek (Block 52);
- walkway blocks (Blocks 54 and 55);
- a stormwater management pond (Block 53);
- two future development blocks (Blocks 48 and 49);
- the public road network.

Access to the site will be from Dundas Street West onto Harasym Trail with two access points onto Street ‘A’ from Harasym Trail.

The Zoning Bylaw Amendment proposes to rezone the lands from Future Development (FD) to General Urban (GU), Natural Heritage System (NHS) and Stormwater Management Facility (SMF) with site specific regulations.

An excerpt of the revised draft plan is provided in Figure 1 below and contained within Appendix ‘A’, which illustrates the proposed development of the subject land.



DRAFT PLAN OF SUBDIVISION
ARGO LIONS VALLEY LIMITED
FILE # 24T-25002/1323
PART OF LOT 23, CONCESSION 1,
NORTH OF DUNDAS STREET
(GEOGRAPHIC TOWNSHIP OF TRAFALGAR)
TOWN OF OAKVILLE
REGIONAL MUNICIPALITY OF HALTON

OWNER'S CERTIFICATE
I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF OAKVILLE FOR APPROVAL.

SIGNED: Scott Bland — DATE: July 7, 2025
SCOTT BLAND, A.S.O.
ARGO LIONS VALLEY LIMITED

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED: R. Dan Broeder — DATE: December 17, 2024
ROSS DENBROEDER, O.L.S.
R-PE SURVEYING LTD.

ADDITIONAL INFORMATION
(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G,J & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) SANDY LOAM AND CLAY LOAM
K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE SCHEDULE

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS	DENSITY (UPHA)
DETACHED - 15.24m (50')	1-35	0.47	1.16	9	19.15
DETACHED - 12.8m (42')		0.85	2.10	24	28.24
DETACHED - 12.2m (40')		0.06	0.15	2	33.33
STREET TOWNHOUSE - 7.3m (24')	36-39	0.41	1.01	23	56.10
DUAL FRONTAGE TOWNHOUSE - 6.0m (20')	40-42	0.28	0.69	19	64.29
BACK-TO-BACK TOWNHOUSE - 5.6m (18')	43-47	0.46	1.14	56	121.74
FUTURE DEVELOPMENT	48,49	1.30	3.21		
RESIDENTIAL RESERVE	50,51	0.15	0.37		
NHS	52	3.66	9.04		
SWM POND	53	0.90	2.22		
WALKWAY	54,55	0.05	0.12		
0.3m RESERVE	56-58	0.00	0.00		
19.0m LOCAL R.O.W. (LENGTH: 222m)		0.44	1.09		
17.0m LOCAL R.O.W. (LENGTH: 843m)		1.44	3.56		
TOTAL	58	10.47	25.87	132	51.97

NOTES
- HARASYM TRAIL & DUNDAS STREET WEST DAYLIGHT TRIANGLE - 15.0m x 15.0m
- ALL OTHER DAYLIGHT TRIANGLES - 3.5m x 3.5m
- PAVEMENT ILLUSTRATION IS DIAGRAMMATIC

SCALE: 1:1000
(24 x 36)
MARCH 3, 2026

ARGO DEVELOPMENT CORP
GSAI Glen Schnarr & Associates Inc.

Figure 1 – Proposed Draft Plan Excerpt

More specifically, the revised Draft Plan of Subdivision dated March 3, 2026 proposes the following:

Draft Plan Feature	Lots / Blocks	Number of Units	Area (ha)
Detached Dwellings	1-35	35	1.38
Townhouse Dwellings	36-47	97	1.15
Future Development	48, 49		1.30
Residential Reserves	50, 51		0.15
Natural Heritage System (NHS)	52		3.66
Stormwater Management (SWM) Facility	53		0.90
Walkway	54, 55		0.05
0.3 metre reserves	56-58		0.0
Roads			1.88
TOTAL		**132**	**10.47**

The proposed housing types are as follows:

Proposed Unit Type	Total
Detached Dwellings	35
Street based Townhouses	23
Dual Frontage Townhouses	18
Back-to-back Townhouses	56
TOTAL	**132**

Blocks 50 and 51 are currently identified as Residential Reserve since the blocks rely on a land exchange with the adjacent property to be complete.
The Concept Plan attached as Appendix ‘B’ demonstrates that once a land exchange with the adjacent property owner is complete and Block 51 is “made whole” an additional seven townhouse units will be provided resulting in a total of 139 units.

Location & Site Description

The subject lands are located on the North Side of Dundas Street West with Harasym Trail to the west, Lion’s Valley Park to the east and William Halton Parkway to the north and are municipally known as 1303 Dundas Street West. Figure 2 is an aerial photograph of the subject lands.



Figure 2 – Aerial Photo

Surrounding Land Uses

Surrounding the site are the following:

- North – Sixteen Mile Creek Valley and lands zoned for townhouses to the northwest
- East – Sixteen Mile Creek and Lions Valley Park
- South – south of Dundas Street West is a Cultural Centre with a cemetery and residential neighbourhood consisting mostly of detached dwellings
- West – residential community consisting of varying built forms

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)
- North Oakville East Secondary Plan
- Zoning By-law 2009-189

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.

Based on staff’s review, and for the reasons outlined in this report, the application is consistent with the PPS. Excerpts of relevant PPS policies are attached as Appendix ‘G’.

Halton Region Official Plan

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

The ROP provides goals, objectives, and policies to direct physical development and change in Halton. According to Map 1 Regional Structure of the ROP the subject property appears to be designated Urban Area and Regional Natural Heritage System.

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 Natural Heritage features are delineated and further defined through these applications. As per ROP sections 116.2 and 116.3, the delineation and implementation of the Regional Natural Heritage System within the North Oakville East Secondary Plan Area and the North Oakville West Secondary Plan (NOESP) Area shall be implemented by the Town of Oakville.

According to Map 1h Regional Urban Structure of the ROP, portions of the subject property abutting Dundas Street West are also part of a Primary Regional Node. Map 6o – Dundas Urban Core Primary Regional Node further identifies this portion of the subject property as part of the Dundas Urban Core Primary Regional Node. According to Policy 55.3 of the ROP, Table 2b sets out specific minimum density targets, planned to be achieved and general targets for an overall proportion of residents and jobs to be planned for and achieved over the long-term. Table 2b identifies a minimum density target of 160 residents and jobs combined per hectare and a general proportion of 85% residents to 15% jobs. The portion of the property where this applies is consistent with the blocks proposed to remain Future Development (FD).

The subject property is located outside of the “Built-Up Area” identified on Map 1h Regional Structure which makes it “Designated Greenfield Area”. Designated Greenfield Areas are subject to specific targets and policies of the ROP. According to Table 2, a minimum of 70 residents and jobs combined per ha must be achieved on the subject property outside of the portions of the subject property identified as part of the Dundas Urban Core where a minimum of 160 residents and jobs per ha would be required.

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 ROP.

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.

Based on staff's review, and for the reasons outlined in this report, the proposal, as revised, conforms to the ROP. Excerpts of relevant policies are attached as Appendix 'G'.

North Oakville Overview

The North Oakville area consists of land located between Dundas Street to the south and Highway 407 to the north, from Ninth Line in the east to Tremaine Road in the west. In 1987, these lands were set for growth through the Halton Urban Structure Plan (HUSP), which assessed growth potential and infrastructure needs across Halton's municipalities, including Oakville. HUSP identified North Oakville as an area for urban expansion, recognizing the connection between growth and infrastructure.

Following the HUSP recommended regional structure, Oakville conducted a detailed land use planning process in the 1990s and 2000s. This involved public consultations, technical studies, and policy development, culminating in the creation of the North Oakville East Secondary Plan (NOESP) and the North Oakville West Secondary Plan (NOWSP), both approved by the Ontario Municipal Board (now the Ontario Land Tribunal) in 2008 and 2009, respectively. These plans focus on sustainability, promoting a mix of land uses, protecting the natural environment, and implementing a modified grid road system to improve transit that enhances transportation options for transit and pedestrians.

The vision for North Oakville is to create a compact, pedestrian-friendly, urban community with diverse housing options, from large-lot detached homes to high-rise apartment buildings aimed to originally accommodate 55,000 people and 35,000 jobs.

The North Oakville East Secondary Plan and the North Oakville West Secondary Plan outline several key components:

- A Natural Heritage System
- Urban Core Areas, the densest parts of the plan, located along Dundas Street, Trafalgar Road, the intersection of Neyagawa Boulevard and Burnhamthorpe Road West and the intersection of Dundas Street West and Bronte Road in Palermo
- Neighbourhood Areas featuring low- to medium-density housing
- Employment Districts along the south side of Highway 407
- Parks, schools, and Neighbourhood Activity Nodes

- A grid-based road system for enhanced connectivity

North Oakville East Secondary Plan

Urban Structure

On September 27, 2017, Council adopted Official Plan Amendment 15 (OPA 15) to the Livable Oakville Plan, OPA 317 to the North Oakville East Secondary Plan and OPA 318 to the North Oakville West Secondary Plan, which established the Town's Urban Structure and applied it to the entire Town (Figure 3). It provides for nodes and corridors, where higher intensity forms of mixed-use growth that would support frequent transit service are to be accommodated. A portion of the subject lands are identified on Schedule A1 – Urban Structure as being within the Town's system of Nodes and Corridors as they are located within the Dundas Urban Core. Nodes and Corridors are key areas of the Town identified as the focus for mixed use development and intensification. The remainder of the site is located within Residential Area and Natural Heritage System.

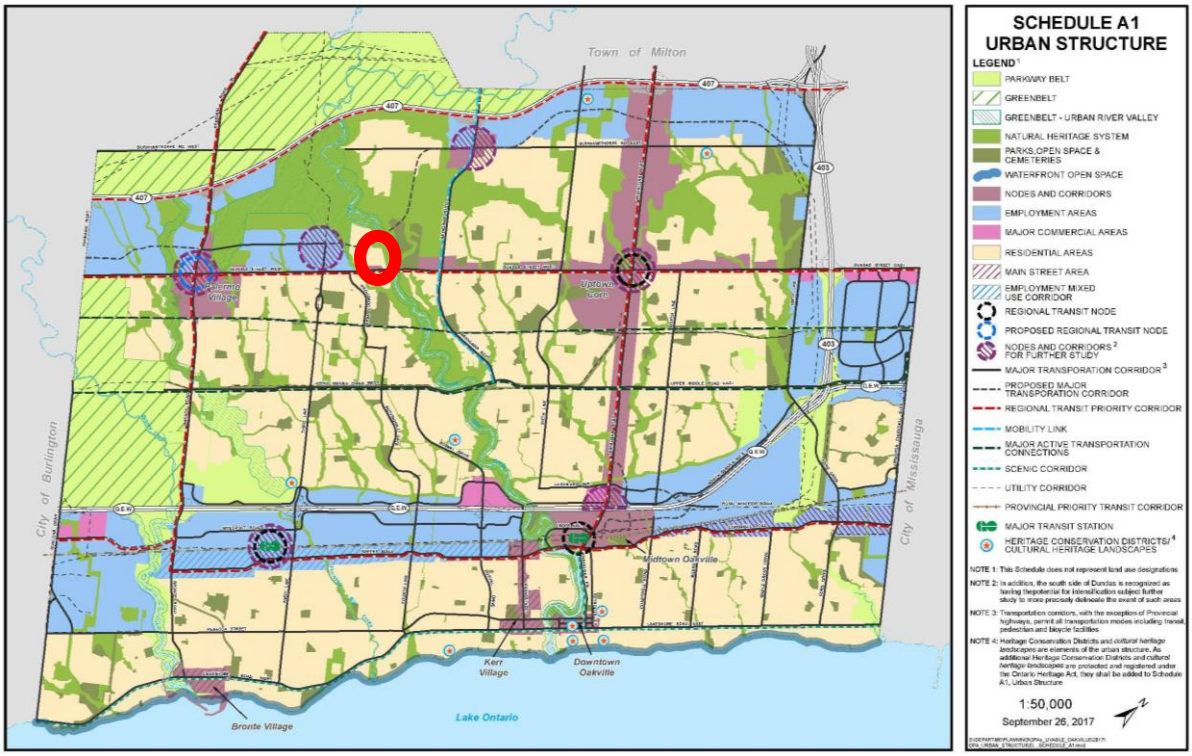


Figure 3 – Urban Structure

The blocks currently identified for Future Development (FD) are the portions of the subject property located within the Dundas Urban Core. The proposed amendment is consistent with the Town's Urban Structure.

Land Use Policies

The North Oakville East Secondary Plan (NOESP) was approved by the Ontario Municipal Board in 2008 through OPA 272 and was prepared to be consistent with the 2005 PPS and in conformity with the 2006 Growth Plan. The Secondary Plan includes detailed policies establishing general development objectives to guide the future development of the area covered by the Plan.

The circle, on Figure 4, identifies the location of the subject lands in relation to the entire NOESP. The subject land is designated *Neighbourhood Area, Dundas Urban Core and Natural Heritage System Area*, on Figure NOE2 of the NOESP and as illustrated on Figure 4 below.

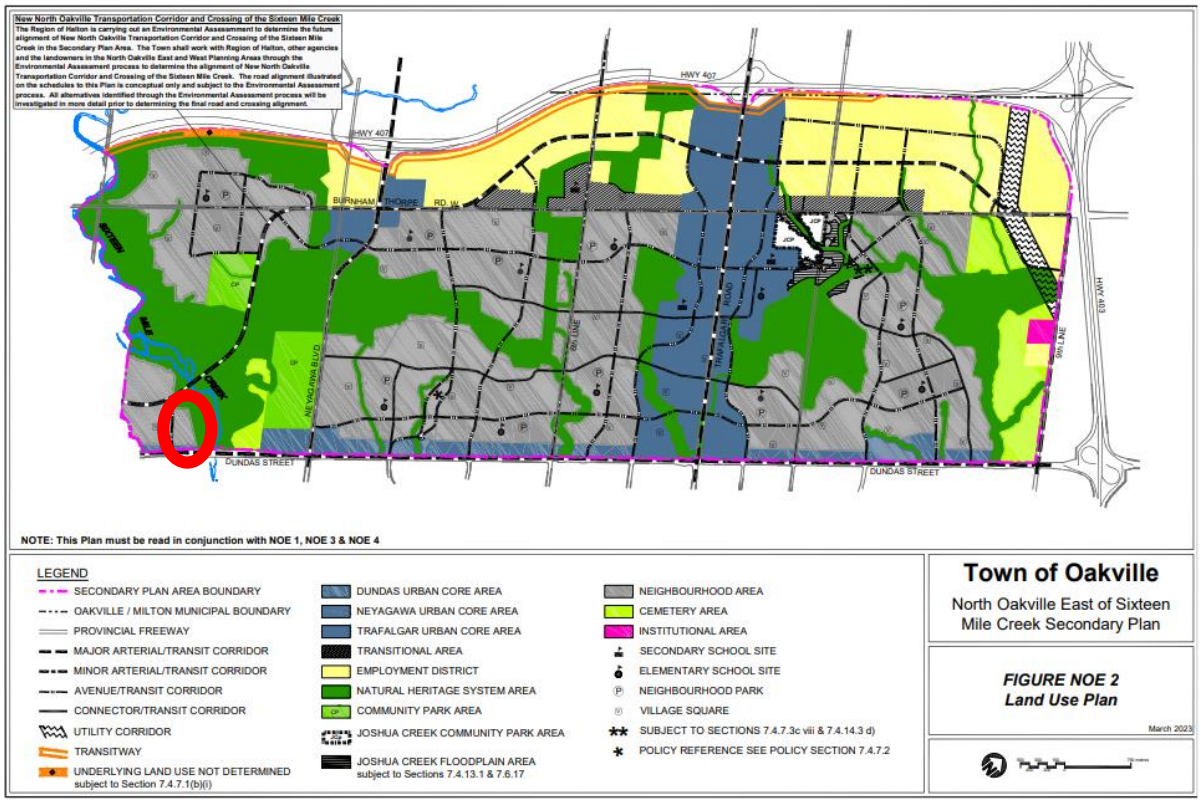


Figure 4 - North Oakville East Secondary Plan – Figure NOE2

Pursuant to Policy 6.7 of the NOESP, the Neighbourhood Area designation is applicable to areas intended for the development of residential neighbourhoods. The subject property is located within Neighbourhood 14 which requires that the land use categories, High Density Residential, Neighbourhood Centre and General Urban, be applied such that development results in a total number of units and population equal to or greater than 800 units and a population of approximately 2,000.

According to Policy 7.6.7.2 of the NOESP, the General Urban Area land use category on Appendix 7.3 is intended to accommodate a range of low and medium density residential development falling within 25 and 75 units per net hectare. Based on the net site hectare area of 2.72 hectares and 132 units proposed, the proposal has a density of 51.97 units per net hectare falling within this range. A variety of residential building types are required to be developed throughout the General Urban Area designation in each neighbourhood. The proposal includes a mix of detached and townhouse forms on various lot sizes, and provides two FD blocks along Dundas Street, which assists with meeting the intent of this policy.

The Natural Heritage System Area designation is comprised of Core Preserve Areas, Linkage Preserve Areas, High Constraint Stream Corridor Areas, and Medium Constraint Stream Corridor Areas. Based on NOE 3, as identified on Figure 5 below, a portion of the subject property is located within the Core Preserve Area. This area includes key natural features or groupings of key natural features, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long-term sustainability of the Natural Heritage component of the System within the urban context.

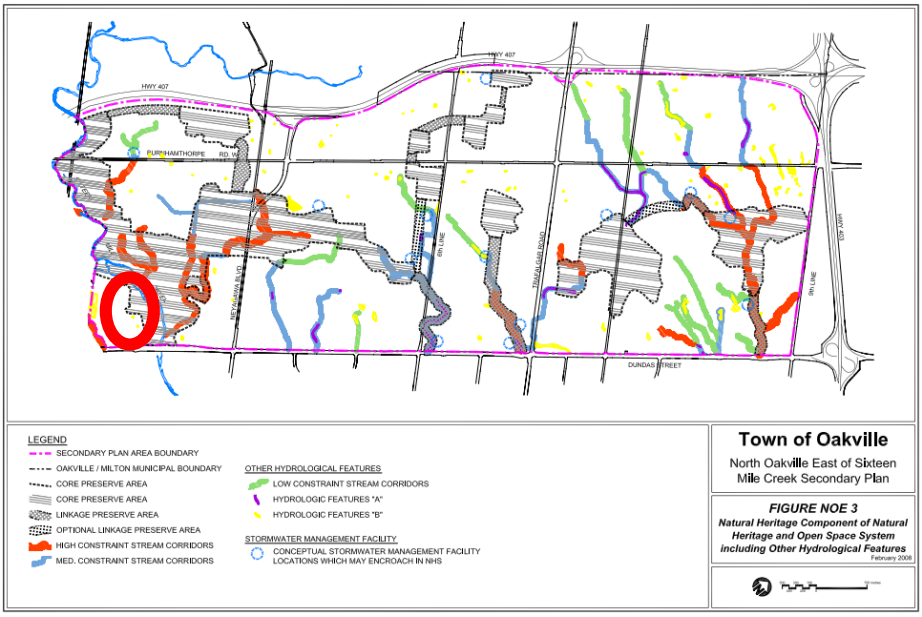


Figure 5 – NOE 3 Natural Heritage Component of Natural Heritage and Open Space System Including Other Hydrogeological Features

A recreational trail is proposed within the buffer of the Natural Heritage System which is consistent with the trails plan required through policy 7.10.1 of the NOESP.

According to Policy 7.7.15 of the NOESP, the Dundas Urban Core designation is intended to allow the creation of a band of mixed-use development at high and medium densities along the Dundas St. corridor. The permitted uses include a range

of office, commercial, including retail and service commercial, health and medical, institutional and medium and high density residential uses. A minimum of three storeys and maximum of eight are permitted. A maximum of 12 storeys are permitted adjacent to a stormwater management pond.

As noted, the portion of the subject property proposed to remain zoned as Future Development (FD) are those located within the Dundas Urban Core. The Natural Heritage System has been delineated and is proposed to be zoned Natural Heritage System (NHS) with the remainder of the property being zoned General Urban (GU) and Stormwater Management Facility which is consistent with the permissions of the *Neighbourhood Area* designation under the NOESP.

Based on staff's review, the proposal conforms to the NOESP.

Relevant NOESP policies are included in Appendix 'G'.

Zoning By-law

The subject property is zoned Future Development (FD) under Zoning By-law 2009-189, as amended (Figure 6).

Staff recommend that By-law 2026-046, an amendment to Zoning By-law 2009-189, as amended, be passed which is attached as Appendix 'C'.

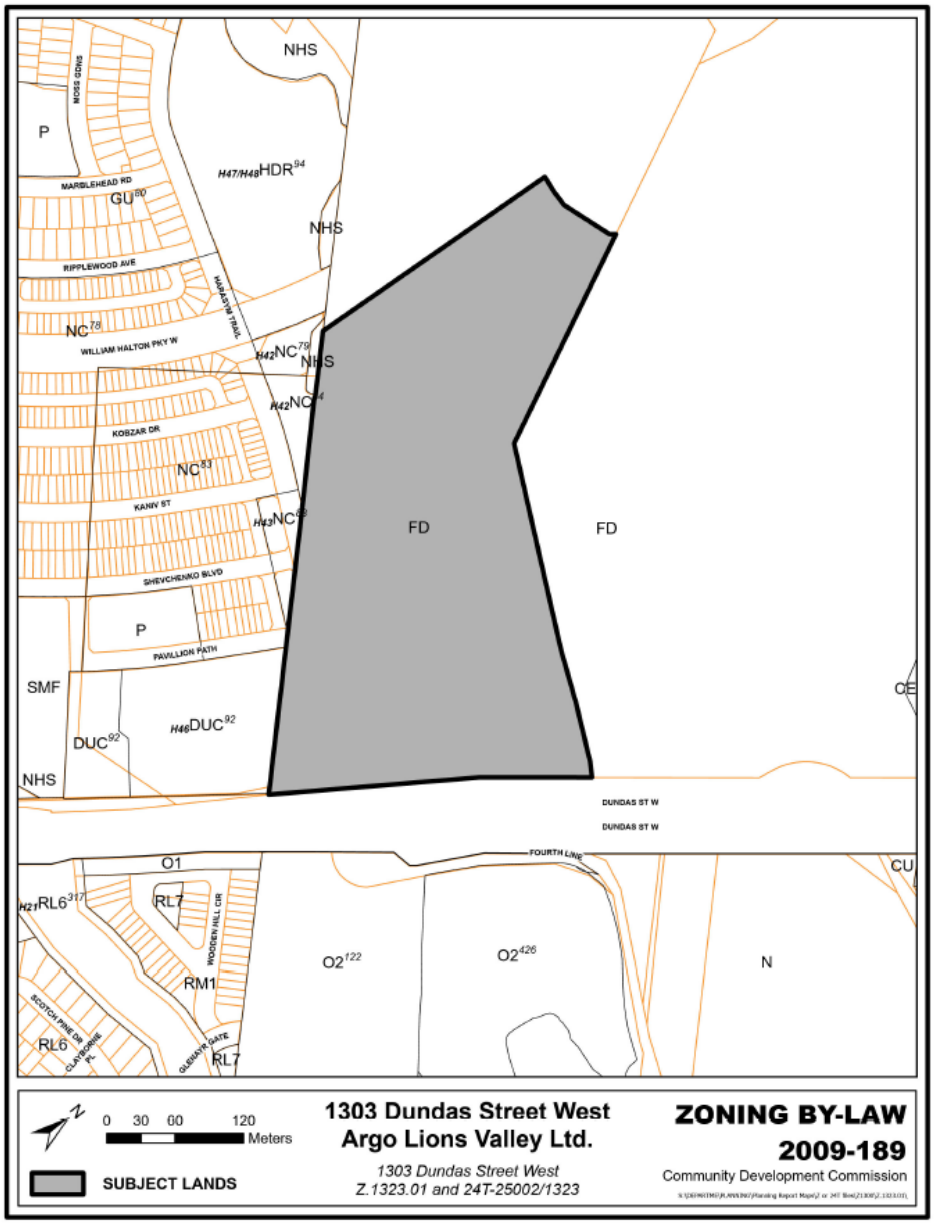


Figure 6: Existing Zoning Map

Proposed Zoning By-law Amendment

The Zoning By-law Amendment (By-law 2026-046) proposes to rezone the site from Future Development (FD) to General Urban (GU), special provision 144, Natural Heritage System (NHS) and Stormwater Management Facility (SMF). Two future development blocks are proposed to remain FD along Dundas Street West. It is required that those blocks will be rezoned to Dundas Urban Core (DUC) through a future Zoning By-law Amendment application.

Special Provision 144 is required to facilitate the built form proposed by the applicant. The special provision divides the property into four blocks to make it clear where each of the additional permissions apply (Figure 7).

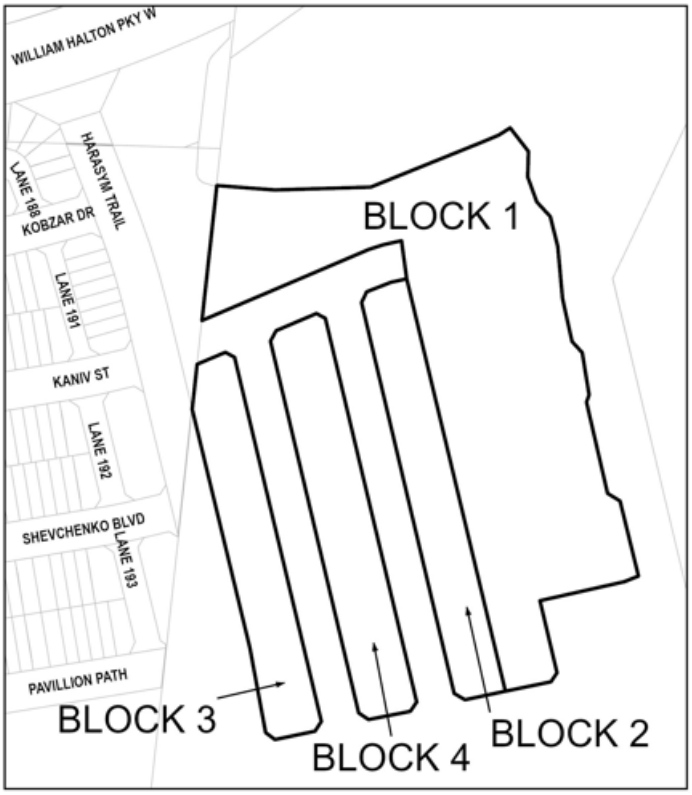


Figure 7 – Proposed Special Provision 144 Figure 8.144.1

The following is a breakdown of the dwelling types proposed on each block:

- Block 1 – detached dwellings
- Block 2 – townhouse with streets access and private garage
- Block 3 – dual frontage townhouse with street access and private garage
- Block 4 – back-to-back townhouse

The proposed special provision recommended by staff generally relates to the following:

- **All lands:**
  - Dimensions for porches and increase in maximum width of a bay, box out or bow window increased from 3.0 metres to 4.0 metres.

- **Block 1 - detached dwellings:**
  - Decrease in minimum rear yard for dwellings abutting the NHS from 7.0 m to 6.0 m.

- Increase the amount a porch can project into a rear yard from 2.5 m to 3.0 m.

- **Block 2 – townhouse with streets access and private garage:**
  - Decrease minimum lot depth from 23 m to 22 m.

- **Block 3 – dual frontage townhouse with street access and private garage:**
  - Reduce minimum landscape area dimensions from 2.4 m by 2.4 m to 2.0 m by 2.4 m.
  - Require minimum 10% landscape area across the entirety of the block rather than by lot.
  - Reduce minimum rear yard from 7.0 m to 3.0 m to accommodate the dual frontage form.

- **Block 4 - back-to-back townhouse:**
  - Increase maximum balcony projection from a maximum projection into a required yard of 1.5 m to 1.0 m from a lot line.
  - Reduce minimum parking space width within a parking garage from 3.0 m to 2.95 m.
  - Specify minimum depth of garage and mitigate the impact of the reduced garage width.
  - Minimum landscape area dimensions on Block 4 are reduced from 2.4 m by 2.4 m to 0.9 m by 1.0 m.
  - Reduce minimum landscape area within the entirety of the block to 7.5% from 10% per lot. Figure 8 below demonstrates the proposed typical landscaping for a back-to-back townhouse.

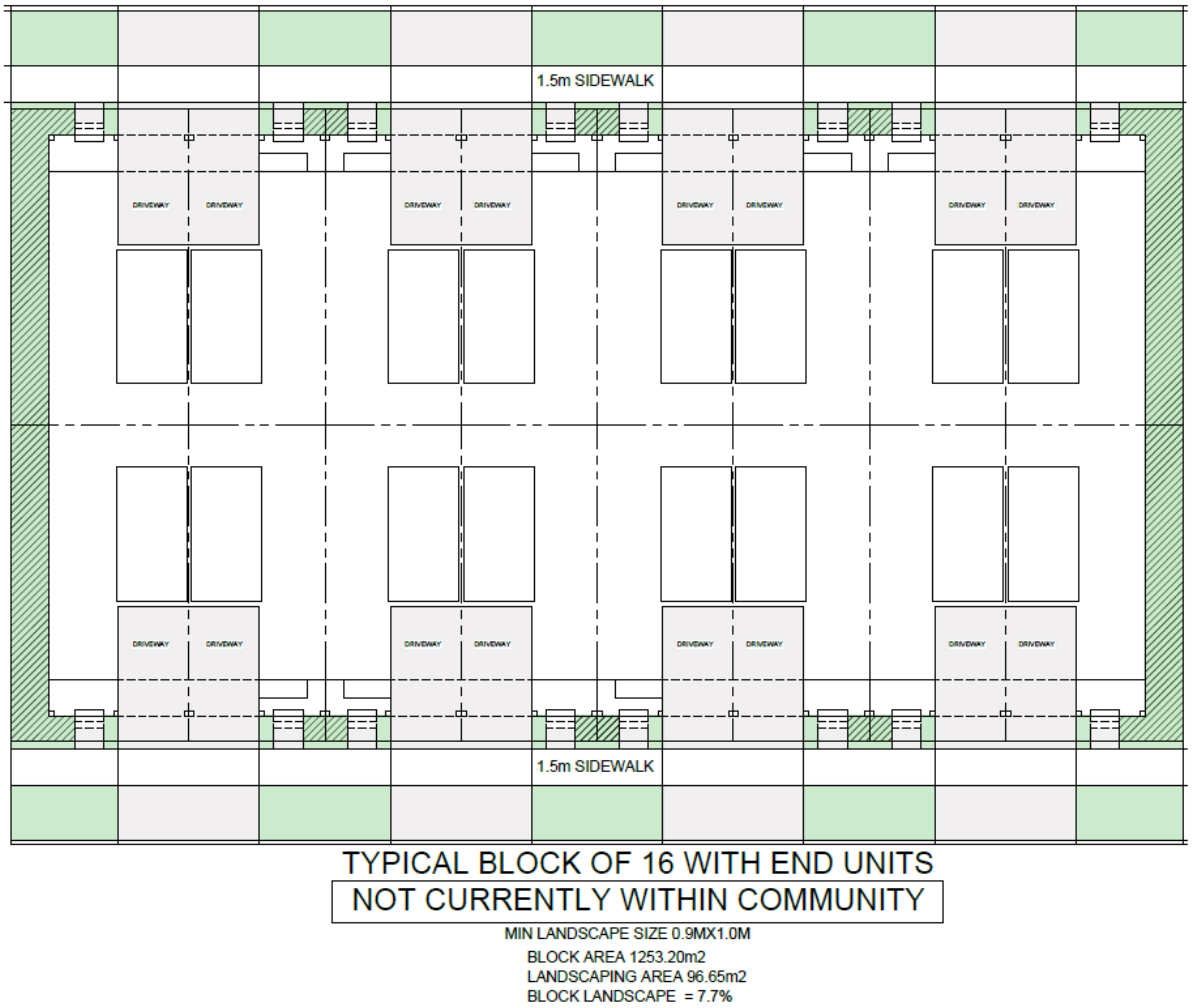


Figure 8 – Typical back-to-back townhouse block landscape requirement

Holding provision 69 is also recommended. The details are discussed as part of the technical discussion of this report.

Holding provision 70 is recommended to satisfy Halton Region servicing requirements. H70 is applied the Future Development (FD) blocks and will likely be reviewed and lifted through a future rezoning application.

Staff recommend approval of the revised Zoning By-law Amendment, for the reasons outlined in this staff report. Relevant Zoning By-law excerpts are found in Appendix ‘G’.

Dual Frontage Two Car Driveway Request

The applicant requested widened driveways on Block 3 for dual frontage townhouses to accommodate 2 parking spaces per driveway, as shown in Figure 9, also attached as Appendix 'D'.

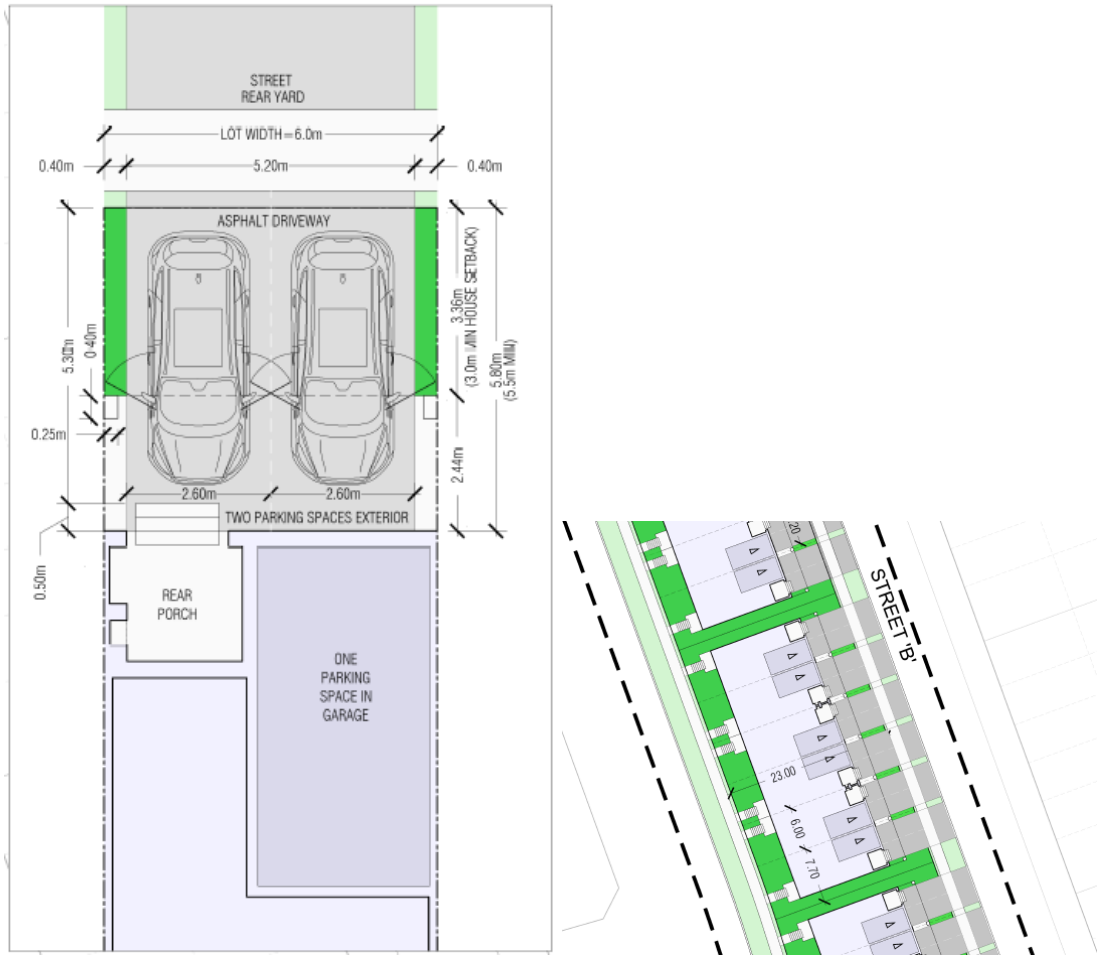


Figure 9 – Dual Frontage Townhouse Showcase prepared by Applicant

The reason widened driveways were requested was to support plans to market the dual frontage townhouses with the option to include a purpose-built Additional Residential Unit ('ARU'). In principle, this is an innovative approach and can contribute to an increase in housing supply and diversify housing choice in the neighbourhood. The widened driveway would provide an additional parking space on the driveway thereby providing side-by-side parking spaces so each potential unit could use a parking space independently (not tandem).

The Zoning By-law does not require an additional parking space for an ARU. It is noted that there is no guarantee that an ARU would be selected by a purchaser. In

that event, each townhouse unit could have three parking spaces (one in the garage and two in the driveway).

To accommodate this design, the following additional site-specific provisions would be required for Block 3:

- increase maximum driveway width from 4.0 m to 5.2 m to accommodate two parking spaces per driveway;
- introduce minimum driveway separation to a lot line of 0.4 m resulting in a minimum separation of 0.8 m between driveways to assist with drainage between driveways and reduce the overall hardscape;
- introduce minimum 1.2 m landscape strip on lots greater than 6.5 m wide to ensure that a landscape strip is maintained between blocks.
- permit obstructions for each parking space to accommodate proposed pillars adjacent to the driveway; and
- permit stairs to extend into a parking space.

The applicant provided staff with rationale for the widened driveways, and while this information was appreciated, staff evaluated the submissions and do not recommend approval for the following reasons.

One of the broader goals for North Oakville is to create a compact, pedestrian-friendly, urban community with diverse housing options. This has resulted in relatively narrower lots, in this case approximately six-metre-wide lots. This requires special attention to ensure the design is functional and accommodates elements such as sufficient parking, accessibility, and landscaping which supports drainage, snow storage as well as tree canopy cover, utilities, and on-street parking spaces in the boulevard. The North Oakville East Secondary Plan policies, as implemented by the North Oakville Zoning By-law regulations, provide direction in this regard, including the following:

- Policy 7.5.5 outlines that the public frontages provide for pedestrian circulation and contribute to the character of the streetscape. The design of the streetscape is defined by the type of sidewalk, curbing, planters and street trees.
- Policy 7.2.3.4(d), (e) and (f) include the goals to promote building design variety that promotes an active, safe pedestrian realm within the streetscape, to design street sections that promote a sense of scale and provide for pedestrian comfort and to promote building forms that address the street and minimize the impact of garages and service areas on the streetscape.
- Policy 7.5.6 provides that landscaping is an important part of providing visual interest to pedestrians, as well as a “sense of enclosure” to the street.

In addition, the North Oakville Urban Design and Open Space Guidelines include direction that guide street patterns and street design and the design and placement of driveways as follows:

Guideline 3.2.1 Street Patterns & Street Design outlines characteristics of new streets that will promote active transportation which include:

- Encourage on-street parking: On-street parking will help to slow traffic. It will also serve as a protective buffer between pedestrians and moving vehicles.
- Introduce landscaping: Tree-lined, vegetated streets create an evolving and lasting impression of the street. Trees can also provide physical buffering between the pavement, the sidewalk and private dwellings. In addition, the shading effects of mature street trees have a significant impact in reducing the urban heat island effect.

Guideline 3.4.3.5 Driveway and Tandem Parking Guidelines provides further guidance for the design of driveways:

(a) The width of paved driveways on private property as well as driveway curb cuts should be no wider than the width of the garage.
(b) Permeable driveway surfaces are encouraged in order to reduce surface run-off
(c) Curb cuts should be spaced to preserve the maximum number of on-street parking spaces where feasible. Strategies could include the pairing of driveways.

The planting of trees on public and private property is mentioned throughout the guidelines and the planting of street trees is an important component of a public street.

Guideline 3.8.1.2 Residential Area Sidewalks also speaks to the importance of street trees. Guideline 3.8.1.2(e) states that street trees are recommended to be sited to prevent damage from salts and confined soil area and to promote mature growth. Having adequate spacing between driveways will support the appropriate placement of street trees.

In this context, the widened driveways would not implement this policy, nor guidelines.

In addition, staff considered the following when evaluating the proposed widened driveways.

Public Street

In this circumstance, the dual frontage townhouses are through lots that face onto public streets on both sides. Both sides function as front yards. The dwellings are located across the street from back-to-back townhouses with a typical public street design of one-car driveways, street trees and landscaping. The widened driveways results in loss of landscaped boulevard which has potential impacts on the pedestrian function, stormwater management and drainage, snow storage and canopy coverage. While there are examples of dwellings with wider parking areas, they are typically located on wider lots or back onto lanes which serve a different function than a public street.

Functionality

A key concern with the proposed widened driveways is the functionality of the parking and access to the unit. As shown on Figure 9, there is insufficient space between a parked vehicle, the steps and porch entrance. The parking space is also constrained by posts on either side of the driveway.

If two vehicles were parked in the widened driveway, the entrance to both units could be obstructed. More specifically, a parking space is required to be a minimum of 5.2 m in length, and the garage is required to be setback a minimum of 5.5 m from the property line. Figure 9 shows a setback of up to 5.8 m may be provided. This means that between 0.3 and 0.6 m would be provided between the parking space and the porch. Figure 9 further shows that steps, where required due to grading of the lot, could extend toward the required parking space resulting in a 100 mm (4 inches) distance between the step and the parking space which further reduces accessibility.

The North Oakville parking space size is also compact in size which could compound this issue. For example, a mid-sized car such as a Toyota Camery is 4.9 m long, compact SUV such as a Honda CR-V is 4.7 m long and a mini van such as a Chrysler Pacifica is 5.2 m long, the same size as the parking space. This would not afford the homeowner the ability to park further away from entrance without parking over the sidewalk. This condition could negatively impact broader pedestrian movement in the neighbourhood.

This foregoing also appears to contravene the *Ontario Building Code* as the Code requires clearance between the lowest step and a parked car to be at least 860 mm. As shown in Figure 9, the clearance with steps is 100 mm (4 inches). In staff's opinion, this is insufficient.

Snow Storage

The widened driveways would result in insufficient snow storage capacity. Operationally, given the deficient landscaped boulevard, the widened driveways would function as temporary snow storage areas where snow from the public road would be plowed into. This may temporarily impede access to the driveways. Accumulated snowbanks could reduce the effective driveway width and create large snowbanks that may obstruct driveway widths and could also impact sight lines resulting in potential safety concerns. Subsequently, mechanical snow removal operations would remove this snow from the driveways within the boulevard. This mechanical snow removal activity would result in an annual operating cost of approximately $15,000 over and above regular snow clearing.

Furthermore, if this snow was mechanically removed, the plan of subdivision does not provide sufficient space to store it. An appropriately sized dedicated snow storage area would be required that is located off the travelled roadway and outside of the boulevard, with a driveway access secured with a locked gate.

The widened driveways would also result in insufficient space for homeowners to store snow on the private portion of the driveway.

On and Off-Street Parking

The applicant has prepared two parking plans to demonstrate the differences in available on and off-street parking between the proposed widened driveways and the single car By-law regulation (Figure 10 also attached in Appendix ‘E’). The plans show the proposed widened driveways would provide 25 additional private parking spaces in driveways, and the By-law regulation would provide three additional public on-street parking spaces, a net difference of 22 parking spaces.

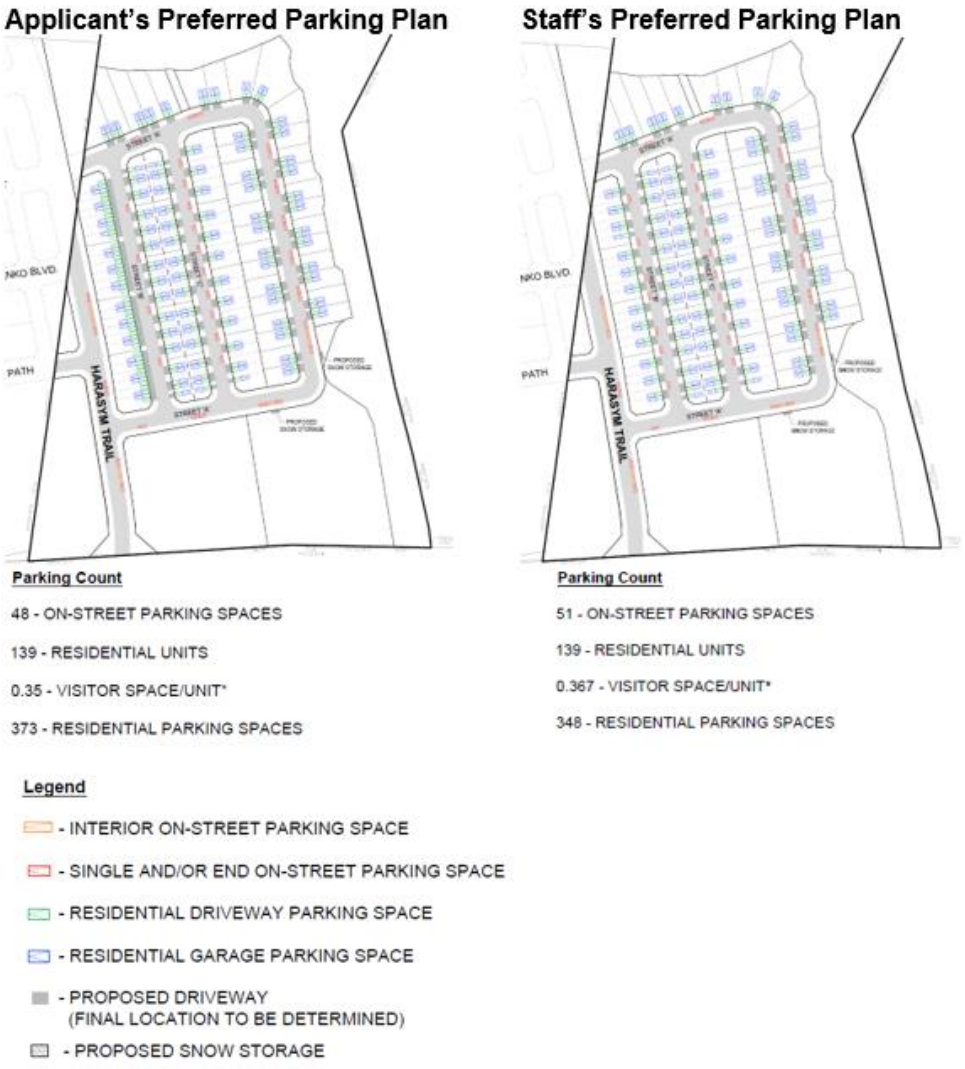


Figure 10 – Parking Plan Excerpts

The Zoning By-law does not require an additional parking space for an ARU. Contextually, the subject site is located within walking distance to Dundas Street which provides a higher level of transit service. Significant public investment is planned to increase this service level to higher-order transit. The subject site is also serviced by a dedicated multi-use trail along Dundas Street. On-street parking will also be provided, and temporary on-street parking permits will be offered to allow on street parking for longer than three hours and between 2:00 a.m. and 6:00 a.m.

While the ARUs could provide increased and additional housing options on balance staff are not recommending approval of the widened driveway request for the above reasons. Should ARUs with side-by-side parking be desired, they could be accommodated within the proposed plan of subdivision in the detached dwellings with double driveways permitted as-of-right.

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 North Oakville East Secondary 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.

Recommended Draft Plan of Subdivision conditions are included in Appendix ‘H’.

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 Towns website by visiting www.oakville.ca and searching “Z.1323.01” or “24T-25002/1323” for the rezoning and Draft Plan of Subdivision applications.

Analysis

The Statutory Public Meeting was held on March 17, 2025. The following is an overview of the matters that were identified at the public meeting, the analysis and resolution of the issues.

The following matters to be considered were identified in the Public Meeting Report and at the Public Meeting held on March 17, 2025:

- Public & Council Comments/Concerns
- Climate Change/Sustainability Goals
- Consideration of applicable Provincial and Regional policy
- Conformity with North Oakville East Secondary Plan
- 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
- Transportation implications (including travel demand management strategies, and parking utilization)
- Pedestrian connections and walkability
- Tree preservation
- Stormwater management
- Natural Heritage System
- Functional servicing

Council also included the following items for consideration:

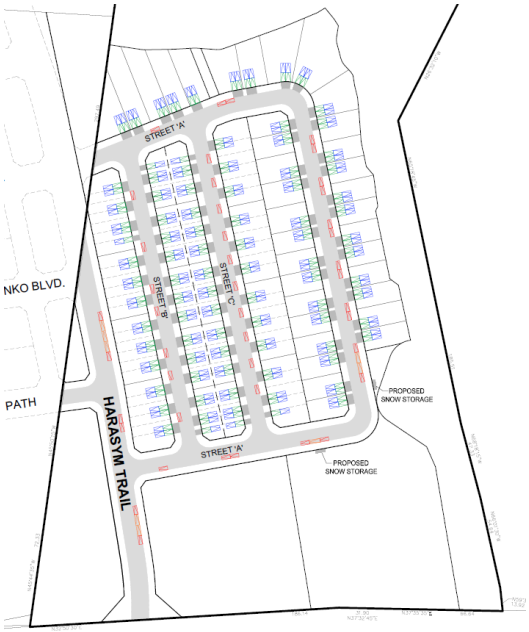
- Review the provision of parking
- identify what could be developed on the future development blocks
- Review snow storage

A letter from the Mississaugas of the Credit was also received requesting engagement. No further public letters were received.

The following is an overview of how the matters identified by Council have been reviewed and addressed.

Provision of Parking

Response: Transportation Impact Study (TIS) prepared by GCGH Transportation was prepared and evaluated the needs of the subdivision. All minimum parking requirements under the Zoning By-law are being met. To inform the availability of future parking a parking plan has been prepared demonstrating the location of on and off-street parking. The Parking Plan recommended by staff is attached as Appendix ‘E’ with an excerpt shown below as Figure 11. The parking plan shows the on and off-street parking proposed within the plan of subdivision resulting in 51 on-street parking spaces, and 348 residential parking spaces for 139 residential units.



Legend

- INTERIOR ON-STREET PARKING SPACE
- SINGLE AND/OR END ON-STREET PARKING SPACE
- RESIDENTIAL DRIVEWAY PARKING SPACE
- RESIDENTIAL GARAGE PARKING SPACE
- PROPOSED DRIVEWAY (FINAL LOCATION TO BE DETERMINED)
- PROPOSED SNOW STORAGE

Parking Count

51 - ON-STREET PARKING SPACES

139 - RESIDENTIAL UNITS

0.367 - VISITOR SPACE/UNIT*

348 - RESIDENTIAL PARKING SPACES

Figure 9 **–** Parking Plan Excerpt

Future Development Blocks

Response: The blocks proposed to remain zoned as Future Development are part of Nodes and Corridors under the Urban Structure and are Designated Dundas Urban Core. Any zoning permissions will be evaluated through a future application and will be required to conform with the NOESP.

As noted under the Policy section of this report, according to Policy 7.5.15 and 7.6.5 of the NOESP, the Dundas Urban Core designation is intended to allow the creation of a band of mixed-use development at high and medium densities along the Dundas St. corridor. The permitted uses shall be the full range of office, commercial, including retail and service commercial, health and medical, institutional and medium and high density residential uses. A minimum of three storeys and maximum of eight are permitted. A maximum of 12 storeys may be permitted adjacent to a stormwater management pond.

Warning clauses are included in the plan of subdivision so future owners are aware of the height and density that could be proposed on those blocks based on the existing designation.

Snow Storage

Response: Snow from driveways is typically stored on the boulevard or landscaped areas next to a driveway and the Town's operations group has confirmed that there is adequate space provided to facilitate snow storage within the subdivision. Snow storage is discussed earlier in this report as it relates to Street B and the applicant's proposal for widened driveways. If the widened driveways requested by the applicant are accepted, then a dedicated area would need to be identified for snow storage and an additional line item in the budget would need to be considered as discussed earlier.

First Nations Consultation

Response: The applicant kept a record of engagement with the Mississaugas of the Credit First Nations (MCFN) which included e-mail communication and an in-person meeting at the MCFN office and virtual meeting. It appears that all comments from MCFN have been adequately addressed by the applicant.

Staff is of the opinion that the matters to be considered identified by staff have been addressed. Other matters include:

Climate Change/Sustainability Goals

Response: The proposed subdivision provides opportunities for various active transportation options including walking, cycling, transit usage (along Dundas Street West, and trail through the NHS and around the proposed stormwater management pond. In addition to trails and transit, the applicant will convey 3.66 ha of land for inclusion into the town's Natural Heritage System.

Consideration of applicable Provincial and Regional policy

Response: As reviewed in the Planning Policy & Analysis section of this report, the revised proposal is consistent with the PPS and conforms to the Region of Halton Official Plan.

Conformity with North Oakville East Secondary Plan

Response: As reviewed in the Planning Policy & Analysis section of this report, the revised proposal conforms and aligns with the NOESP and related guidelines.

Zoning performance standards

Response: The proposal seeks to amend the Zoning By-law. Special Provision 144 has been drafted to allow for site-specific performance standards to accommodate the proposed built form. This is discussed further in the Zoning By-law section of this report. It is noted that staff are in support of the proposed built form and related performance standards but are not supporting performance standards that will allow for widened driveways along Street B for the proposed dual frontage townhouses.

Proposed use and density

Response: The subject property is proposed to be zoned General Urban and is proposed to include a combination of low and medium density built form through the provision of detached and townhouse built form. The density proposed conforms with the NOESP. The full analysis is included in the policy review section of this report.

Context and transition to adjacent properties and built form

Response: The proposal is proposed to integrate into the adjacent subdivisions to the west including the build out of the final alignment of Harasym Trail to connect to Dundas Street West resulting in a complete connection from Dundas Street West to William Halton Parkway. The built form is consistent as townhouses are located to the west of Harasym Trail. The proposed blocks integrate with the adjacent subdivision as seen through the design of Blocks 49, 50, 51 and lot 1 which will rely on coordination with the adjacent landowners for development. The applicant will be required to build out the ultimate condition of Harasym Trail and bring servicing to those blocks as seen through the conditions attached as **Appendix 'H'**.

Integration/Impact on adjoining and adjacent properties

As noted above, the proposed subdivision has been designed to integrate into the adjacent subdivision and continue the existing road patterns. For example, the north leg of Street 'A' is designed to integrate into Kaniv Street to the west across Harasym Trail.

In light of the need for coordination, to allow for the subdivision to move forward in advance of the necessary land exchange to facilitate the extension of the north leg of Street 'A' to Harasym Trail a temporary connection is required. The intention is for the ultimate connection to be made as soon as possible but to ensure two access points to the development in advance of that connection, a minimum 14 metre easement with a minimum of 7.0 metre asphalt is required for temporary access through Block 42. This width is required to accommodate two-way operation and to

ensure adequate maneuverability for emergency response and municipal service vehicles, in accordance with typical municipal roadway design standards. The interim and ultimate condition is shown in Appendix 'F'. This is secured through the conditions attached as Appendix 'H'.

Hold 69 is proposed in By-law 2025-046 to only allow legal uses, buildings and structures existing on the lot on blocks 42, 51 and lot 1 until such time that the ultimate extension of the north leg of Street "A" to Harasym Trail has been:

- constructed to a minimum base coarse asphalt;
- conveyed to the Town of Oakville; and,
- either dedicated as a public highway on a plan of subdivision or subject to a by-law dedicating the lands as a public highway.

Proposed height and setbacks

Response: The proposed dwellings will not exceed three storeys which is the maximum height permitted under the General Urban Designation of the NOESP. Appropriate setbacks are provided throughout the development based on the surrounding land uses and built form design.

Urban Design

Response: An Urban Design Brief was prepared as part of the application which outlines the urban design expectations for the development. Conditions 33, 34 and 35 of the Subdivision Conditions included in Appendix 'H' requires the owner to agree to implement the Town approved Urban Design Brief, to provide typical floor plans and elevations and finally select a control architect who will ensure all development which is exempt from Site Plan Approval process, proceeds in accordance with the Town-approved Urban Design Brief.

Transportation implications (including travel demand management strategies, and parking utilization)

Response: A Transportation Impact Study (TIS) prepared by GCGH Transportation was reviewed and approved by Town staff as part of the review of the application. The TIS includes a Transportation Demand Management Plan. For this development, the most effective Transportation Demand Management (TDM) measures are the access and usability of transit, cycling, and pedestrian facilities. Sidewalks will be provided on both sides of the connector and local roads within the development. The TIS Report states that "outside of the subdivision, the pedestrian and cyclist facilities will connect to a broader and improved active transportation network provided by the Town and the Region as part of Dundas Street West, the completed portion of Harasym Trail, and the William Halton Parkway extension project. By the 2029 horizon, the active transportation infrastructure will include:

- Multi-use pathways on both sides of Dundas Street West
- Bike lanes on both sides of William Halton Parkway
- A sidewalk on the south side and a multi-use pathway on the north side of William Halton Parkway
- Sidewalks on both sides of Harasym Trail north of the development lands"

Dundas Street is also planned as a primary transit corridor and William Halton Parkway and Harasym Trail are planned as secondary transit corridors.

As included above under **Provision of Parking**, and attached as Appendix 'E' a parking plan was also provided to demonstrates how parking will be provided across the subdivision.

Pedestrian connections and walkability

Response: As noted above as part of the Transportation Demand Management, sidewalks will be provided throughout the subdivision. A trail within the buffer of the NHS is also proposed which will connect to the adjacent subdivision and work to implement the Town's Trail Plan. Connections to the trail are provided at the north end of the side between lots 5 and 6 from Street 'A'. Another connection is provided just north of the stormwater management pond adjacent to block 21.

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 Draft Plan of Subdivision and Zoning By-law Amendment.

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. Appropriate draft plan conditions have been included to implement stormwater management and servicing of the subdivision.

Natural Heritage System

Response: Extensive work has been done to delineate the Natural Heritage System on this site and confirm its limits. Along with this is the protection of Conservation Halton regulated features such as the gully and monitoring any impacts of the proposed outfall. Through the draft plan conditions attached in Appendix 'H' regular

monitoring will be required as well as the implementation of the Environmental Implementation Report (EIR) and Functional Servicing Study. As noted, 3.66 ha of NHS will be dedicated to the Town as part of this approval.

CONCLUSION

Staff recommends approval of the Zoning By-law Amendment and Draft Plan of Subdivision, which will have the effect of developing the subject lands with 132 residential units, stormwater management pond, street network, and the conveyance of natural heritage system lands. The proposed subdivision is appropriate and compatible with the existing and planned adjacent land uses and in keeping with the intent of the land use policies of the North Oakville East Secondary Plan.

Staff is satisfied that the proposed development is consistent with the Provincial Planning Statement (2024) and the Halton Region Official Plan, has regard for matters of Provincial interest, and represents good planning. Further, the applications are consistent with the Town's approved Urban Structure and the principles and overall policy direction of the North Oakville East Secondary Plan.

Staff recommends approval of the Zoning By-law Amendment (By-law 2026-046) and the Draft Plan of Subdivision application, subject to the conditions in Appendix 'H', as the following requirements have been satisfied:

- A full circulation has been undertaken and there are no outstanding financial or planning issues to be resolved. Any concerns have been addressed through relevant conditions and holds;
- The development applications implement the vision, development objectives, community design strategy, and land use strategy of the North Oakville East Secondary Plan;
- The proposed plan of subdivision meets the criteria established in Section 51(24) of the *Planning Act*; and
- Comments from Council and the public have been appropriately addressed.

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

CONSIDERATIONS

(A) PUBLIC

The applicant held a Public Information Meeting on December 10, 2024, and the Ward 7 Councillors Xie and Nanda attended.

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 March 17, 2025.

(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 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 Oakville Plan

APPENDICES

Appendix 'A': Draft Plan of Subdivision
Appendix 'B': Concept Plan
Appendix 'C': Zoning By-law Amendment (By-law 2026-046)
Appendix 'D': Dual Frontage Townhouse Showcase
Appendix 'E': Parking Plans
Appendix 'F': Interim Condition
Appendix 'G': Policy Excerpts
Appendix 'H': Draft Plan of Subdivision Conditions

Prepared by:

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

Recommended by:

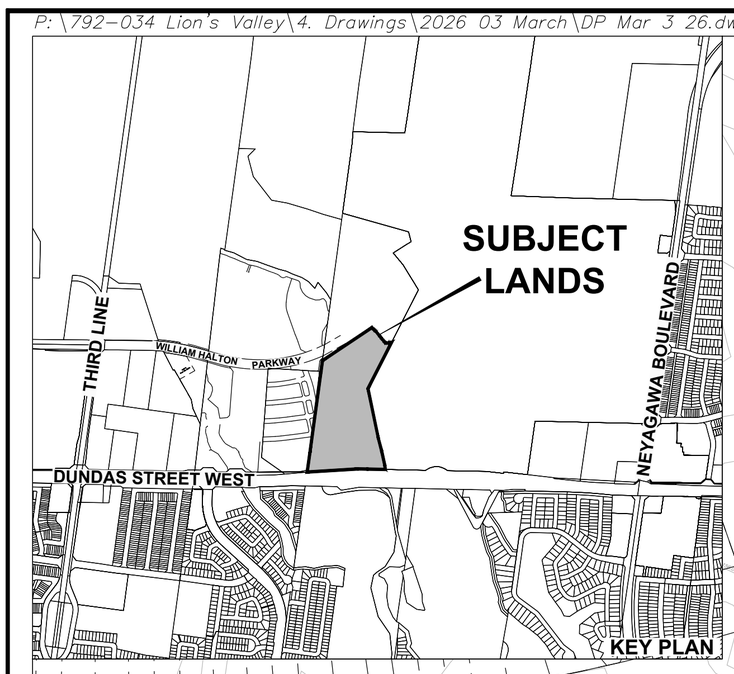
Paul Barrette, MCIP, RPP
Manager of Current Planning – West

Submitted by:

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

P:\792-034 Lion's Valley\4. Drawings\2026 03 March\DP Mar 3 26.dwg

Appendix A - Draft Plan of Subdivision



WILLIAM HALTON PARKWAY

BLOCK 52
NHS
3.66ha (9.04ac)

BLOCK 55
WALKWAY
0.02ha (0.05ac)

EXISTING RESIDENTIAL

KOBZAR DRIVE

EXISTING RESIDENTIAL

KANIV STREET

EXISTING RESIDENTIAL

SHEVCHENKO BLVD.

EXISTING VILLAGE SQUARE

PAVILLION PATH

BLOCK 58
0.3m RESERVE

BLOCK 51
RESIDENTIAL
RESERVE
0.11ha (0.27ac)

BLOCK 57
0.3m RESERVE

BLOCK 50
RESIDENTIAL
RESERVE
0.04ha (0.10ac)

BLOCK 56
0.3m RESERVE

STREET 'A'

STREET 'B'

STREET 'C'

HARASYM TRAIL

BLOCK 54
WALKWAY
0.03ha
(0.07ac)

EXISTING LIONS VALLEY PARK/ SIXTEEN MILE CREEK

BLOCK 49
FUTURE
DEVELOPMENT
0.52ha (1.28ac)

BLOCK 48
FUTURE
DEVELOPMENT
0.78ha (1.93ac)

BLOCK 53
SWM POND
0.90ha (2.22ac)

DUNDAS URBAN CORE

WOODEN HILL CIRCLE

EXISTING RESIDENTIAL

ST. VOLODYMYR CULTURAL CENTRE

DUNDAS STREET WEST

DRAFT PLAN OF SUBDIVISION

ARGO LIONS VALLEY LIMITED

FILE # 24T-25002/1323

PART OF LOT 23, CONCESSION 1,
NORTH OF DUNDAS STREET
(GEOGRAPHIC TOWNSHIP OF TRAFALGAR)
TOWN OF OAKVILLE
REGIONAL MUNICIPALITY OF HALTON

OWNER'S CERTIFICATE

I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF OAKVILLE FOR APPROVAL.

SIGNED: Scott Bland DATE: July 7, 2025

SCOTT BLAND, A.S.O.
ARGO LIONS VALLEY LIMITED

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED: R Dan Broeder DATE: December 17, 2024

ROSS DENBROEDER, O.L.S.
R-PE SURVEYING LTD.

ADDITIONAL INFORMATION

(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G,J & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) SANDY LOAM AND CLAY LOAM
K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE SCHEDULE

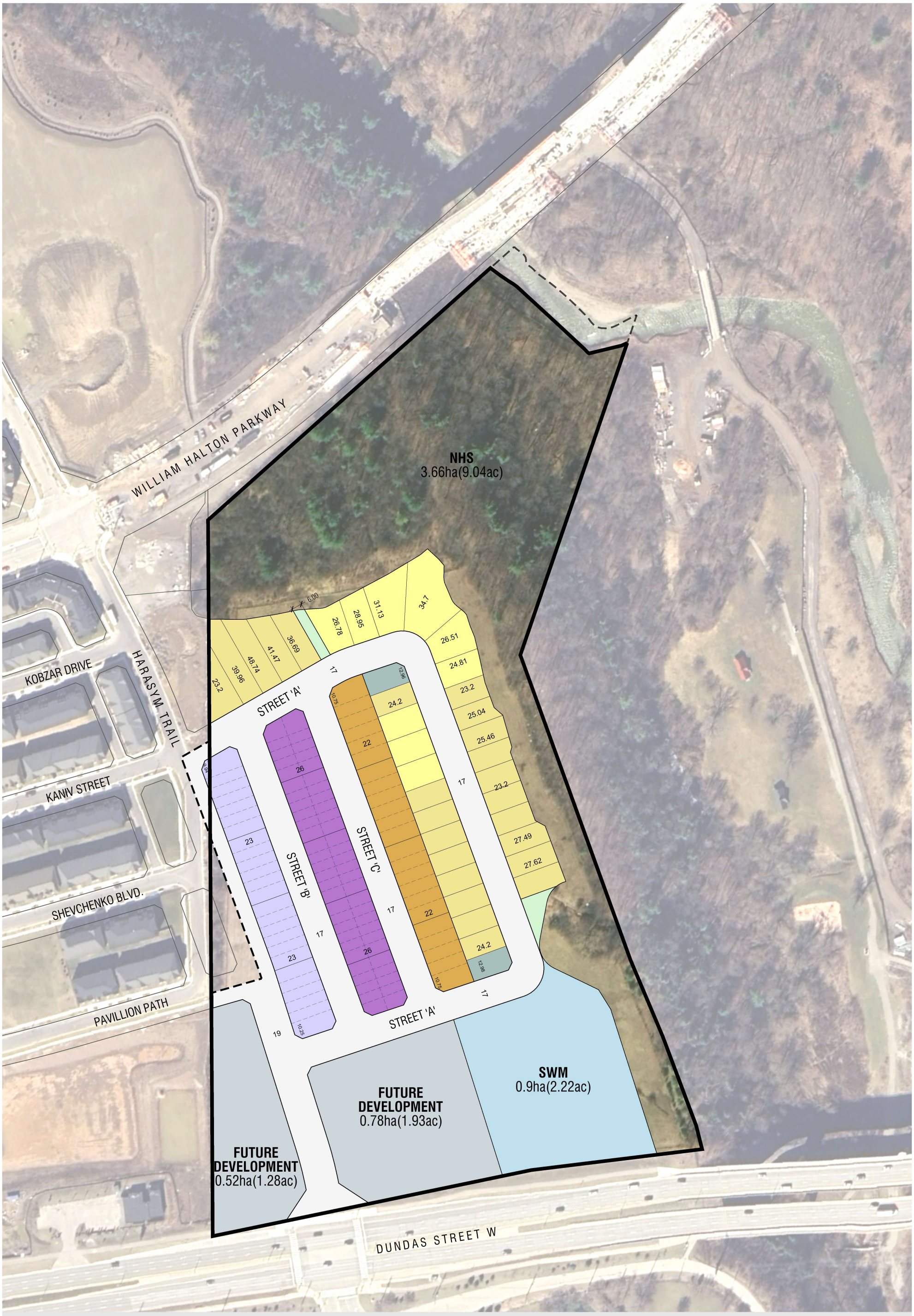
LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS	DENSITY (UPHA)
DETACHED - 15.24m (50')	1-35	0.47	1.16	9	19.15
DETACHED - 12.8m (42')		0.85	2.10	24	28.24
DETACHED - 12.2m (40')		0.06	0.15	2	33.33
STREET TOWNHOUSE - 7.3m (24')	36-39	0.41	1.01	23	56.10
DUAL FRONTAGE TOWNHOUSE - 6.0m (20')	40-42	0.28	0.69	18	64.29
BACK-TO-BACK TOWNHOUSE - 5.6m (18')	43-47	0.46	1.14	56	121.74
FUTURE DEVELOPMENT	48,49	1.30	3.21		
RESIDENTIAL RESERVE	50,51	0.15	0.37		
NHS	52	3.66	9.04		
SWM POND	53	0.90	2.22		
WALKWAY	54,55	0.05	0.12		
0.3m RESERVE	56-58	0.00	0.00		
19.0m LOCAL R.O.W. (LENGTH: 222m)		0.44	1.09		
17.0m LOCAL R.O.W. (LENGTH: 843m)		1.44	3.56		
TOTAL	**58**	**10.47**	**25.87**	**132**	**51.97**

NOTES

- HARASYM TRAIL & DUNDAS STREET WEST DAYLIGHT TRIANGLE - 15.0m x 15.0m
- ALL OTHER DAYLIGHT TRIANGLES - 3.5m x 3.5m
- PAVEMENT ILLUSTRATION IS DIAGRAMMATIC

SCALE: 1:1000
(24 x 36)
MARCH 3, 2026

ARGO DEVELOPMENT CORP
GSAI Glen Schnarr & Associates Inc.



DRAFT

- All Units In Metric Unless Otherwise Noted.
- Base Information Obtained From Various Sources And Is Approximate.
- Schedule / Plan Information Is Conceptual And Requires Verification by Appropriate Agency.
- Aerial Photo: Google Earth, May 2025

GERRARD DESIGN

WHITEOAK COMMUNICATIONS SITE | Oakville, ON

Argo Lions Valley – M-Plan Concept

MAR 02, 2026
PROJECT 2056
SCALE 1:2000

CP-43

LAND USE SUMMARY

Site Area	10.47 ha.	25.87 ac.	
Land Exchange	-0.09 ha.	-0.21 ac.	
TOTAL SITE AREA	10.38 ha.	25.66 ac.	
NON-DEVELOPABLE			
NHS	3.66 ha.	9.04 ac.	
NET SITE AREA	6.72 ha.	16.62 ac.	100.0%
DEVELOPABLE			
Residential (see 'UNIT SUMMARY' Below)	2.66 ha.	6.56 ac.	39.5%
Future Development	1.30 ha.	3.21 ac.	19.3%
Servicing Block	0.05 ha.	0.12 ac.	0.7%
SWM Pond	0.90 ha.	2.21 ac.	13.3%
Right of Way	1.82 ha.	4.50 ac.	27.1%
TOTAL (Developable)	6.72 ha.	16.61 ac.	100.0%

UNIT SUMMARY

		Width (m)	*Dpth. (m)*	*Unit Count*	*Lot Mix*	*Frntg. (lin.m)*	*Area*		*% Net Res.*
FREEHOLD									
Dual Frontage Townhouses	(20')	**6.00**	x 23.00	**25**	18%	150.0	0.39 ha.	0.97 ac.	14.8%
Back to back Townhouses	(18')	**5.60**	x 13.00	**56**	40%	313.6	0.46 ha.	1.14 ac.	17.4%
Std Townhouses	(24')	**7.30**	x 22.00	**23**	17%	167.9	0.41 ha.	1.01 ac.	15.4%
Single Detached (Corner)	(40')	**12.22**	x 24.20	**2**	1%	24.4	0.06 ha.	0.15 ac.	2.4%
Single Detached	(42')	**12.80**	x 24.20	**24**	17%	307.2	0.86 ha.	2.13 ac.	32.4%
Single Detached	(50')	**15.24**	x 24.20	**9**	6%	137.2	0.47 ha.	1.16 ac.	17.7%
TOTAL RESIDENTIAL				**139**	100%	1100.3	2.66 ha.	6.56 ac.	100.0%

ROW SCHEDULE

	(m) width	*(lin.m)*	*(lin.m) half width*
Collector	**19.0**	139.1	134.7
Local Street	**17.0**	823.2	29.3
ROW TOTAL		962.3	164.0

OAKVILLE

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2026-046

A by-law to amend the North Oakville Zoning By-law 2009-189 to permit the development of a medium and low density residential subdivision for the lands described as 1303 Dundas Street West, PT LT 23, CON 1 Trafalgar NDS, Town of Oakville, North of Dundas
(Argo Lions Valley, File No.: Z.1323.01)

COUNCIL ENACTS AS FOLLOWS:

1. Map 12(3) of By-law 2009-189 is amended by rezoning the lands as depicted on Schedule 'A' to this By-law.

2. Part 8, Special Provisions, of By-law 2009-189 is amended by adding a new Section 8.144 as follows:

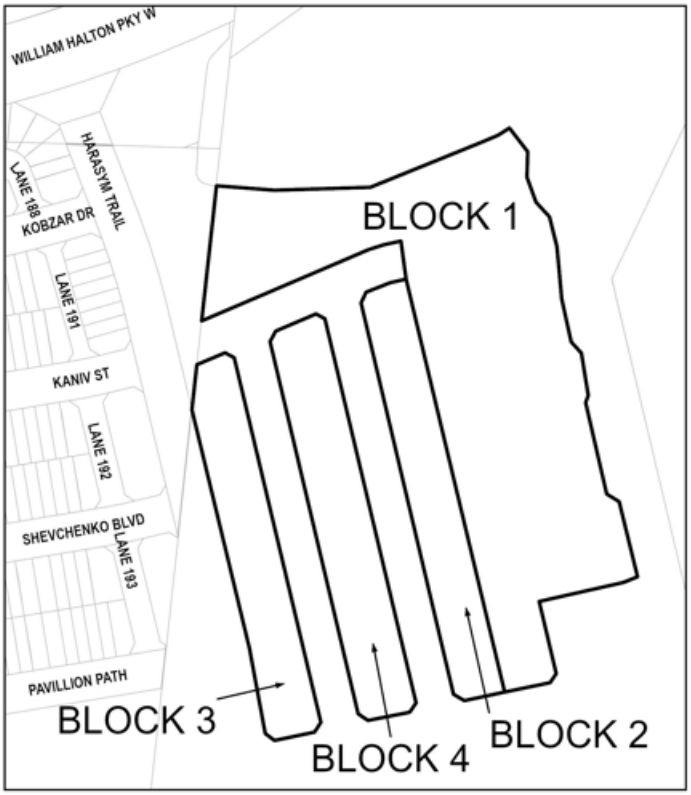
144	**1303 Dundas Street West**	Parent Zone: GU
Map 12(3)	(Part of Lot 21, Concession 1, Trafalgar NDS)	(2026-046)
8.144.1 Zone Regulations for All Lands		
The following regulations apply:		
a)	Maximum width of a Bay, Box Out and Bow Windows, with or without foundations which may be a maximum of three *storeys* in *height* and which may include a door	4.0 m

b)	A *porch* shall be permitted to have a minimum depth from the exterior of the *building* to the outside edge of the porch of 1.5 m. Required depths shall be provided for a minimum of 40% of the *porch*. However, steps, columns and supporting structures may encroach into the required depth. *Porches* shall have walls that are open and unclosed for at least 40% of the total area of the vertical planes forming its perimeter other than where it abuts the exterior of the *building* or inset screening.	
8.144.2 Additional Zone Provisions for Block 1		
The following regulations apply to *detached dwellings street* access *private garage* on lands identified as Block 1 on Figure 8.144.1:		
a)	*Minimum rear yard setback* abutting the Natural Heritage System (NHS) *zone*	6.0 m
b)	Notwithstanding 8.144.2(a), Footnote 1 of Table 7.6.2 continues to apply	
c)	Maximum *porch* projection into a *required rear yard*	3.0 m
8.144.3 Additional Zone Provisions for Block 2		
The following regulations apply to *townhouse dwellings street* access *private garage* on lands identified as Block 2 on Figure 8.144.1:		
a)	*Minimum lot depth*	22.0 m
8.144.4 Additional Zone Provisions for Block 3		
The following regulations apply to *townhouse dwelling street* access *private garage* (dual frontage) on lands identified as Block 3 on Figure 8.144.1:		
a)	The *lot line* abutting Harasym Trail shall be deemed the *front lot line*	
b)	Minimum *landscape area* per *lot*	2.0 m by 2.4 m
c)	Minimum *landscape area* within the entirety of the block	10%
d)	Minimum *rear yard*	3.0 m
8.144.5 Additional Zone Provisions for Block 4		
The following regulations apply to *townhouse dwelling back-to-back* on lands identified as Block 4 on Figure 8.144.1:		
a)	Maximum *balcony* projection into a *required yard*	Up to 1.0 m from the applicable *lot line*
b)	Minimum width of *parking space* in a single car *private garage*	2.95 m

c)	Minimum depth of a *private garage* measured between interior face of walls	6.0 m
d)	Minimum *landscape area* per *lot*	0.9 m by 1.0 m
e)	Minimum *landscape area* within the entirety of the block	7.7%

8.144.6 Special Site Figure

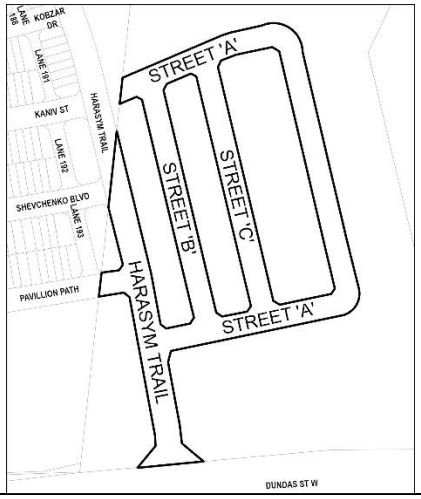
Figure 8.144.1



3. Section 9, Holding Provisions, of By-law 2009-189 is amended by adding a new Section 9.3.69 as follows:

H69	**1303 Dundas Street West**	Parent Zone: GU
Map 12(3)	(Part of Lot 21, Concession 1, Trafalgar NDS)	(2026-046)

9.3.69.1 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*.
9.3.69.2 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 Planning Act. The following condition(s) shall first be completed to the satisfaction of the *Town of Oakville*:	
a)	That the ultimate extension of the north leg of Street "A" to Harasym Trail has been: i. constructed to a minimum base coarse asphalt; ii. conveyed to the Town of Oakville; and, iii. either dedicated as a public highway on a plan of subdivision or subject to a by-law dedicating the lands as a public highway.
9.3.69.3 Special Site Figure	
Figure 9.3.69.1	

4. Section 9, Holding Provisions, of By-law 2009-189 is amended by adding a new Section 9.3.70 as follows:

H70	1303 Dundas Street West	Parent Zone: GU
Map 12(3)	(Part of Lot 21, Concession 1, Trafalgar NDS)	(2026-046)
9.3.70.1 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*.	
9.3.70.2 Conditions for Removal of the "H"		
The "H" symbol shall, upon application by the landowner, be removed for all or part by *Town* Council passing a By-law under Section 36 of the Planning Act. The following condition(s) shall first be completed to the satisfaction of the *Town of Oakville*:		
a)	The Owner shall secure the appropriate amount of water and wastewater Servicing Allocation under the Region of Halton Allocation program to the satisfaction of Halton Region and shall not be in default of any associated Allocation Agreements, including ensuring all required payments have been made;	
b)	The Owner shall have signed the applicable Allocation Agreement or any required Amending Agreement;	
c)	The Owner shall be in receipt of the Region of Halton Public Works Commissioner's Notice (PWCN) Letter;	
d)	If applicable, should the associated Allocation law file require the conversion of IDUs; the Owner shall have the equivalent or sufficient number of IDUs converted to SDEs or has been provided written confirmation that all of the water/wastewater infrastructure, as referenced in Schedule "G2" will be operational within twelve (12) months of giving of such Notice; and,	
e)	The Region of Halton has provided written confirmation that the above conditions have been satisfied to the Region's satisfaction.	

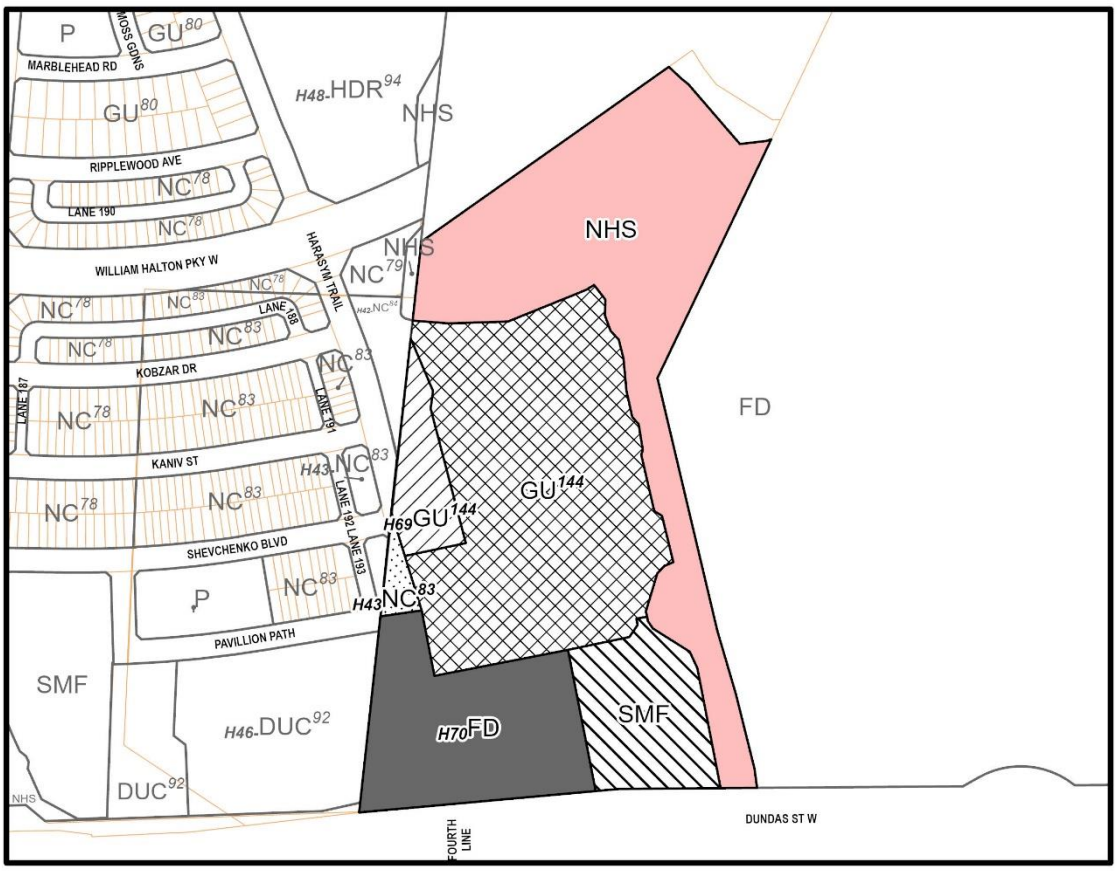
5. This By-law comes into force in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

PASSED this 20th day of April, 2026

_____ MAYOR

_____ CLERK

SCHEDULE "A"
To By-law 2026-046



AMENDMENT TO BY-LAW 2009-189

Rezoned from Future Development (FD) to H70-Future Development (FD)

Rezoned from Future Development (FD) to General Urban (GU) sp:144

Rezoned from Future Development (FD) to H69-General Urban (GU) sp:144

Rezoned from Future Development (FD) to H43-Neighbourhood Centre (NC) sp:83

Rezoned from Future Development (FD) to Natural Heritage System (NHS)

Rezoned from Future Development (FD) to Stormwater Management Facility (SMF)

EXCERPT FROM MAP 12 (3)

SCALE: 1:4,000

Appendix D - Dual Frontage Showcase Plan



- All Units In Metric Unless Otherwise Noted.
- Base Information Obtained From Various Sources And Is Approximate.
- Schedule / Plan Information Is Conceptual And Requires Verification by Appropriate Agency.

GERRARD DESIGN

Argo Lions Valley | Oakville, ON

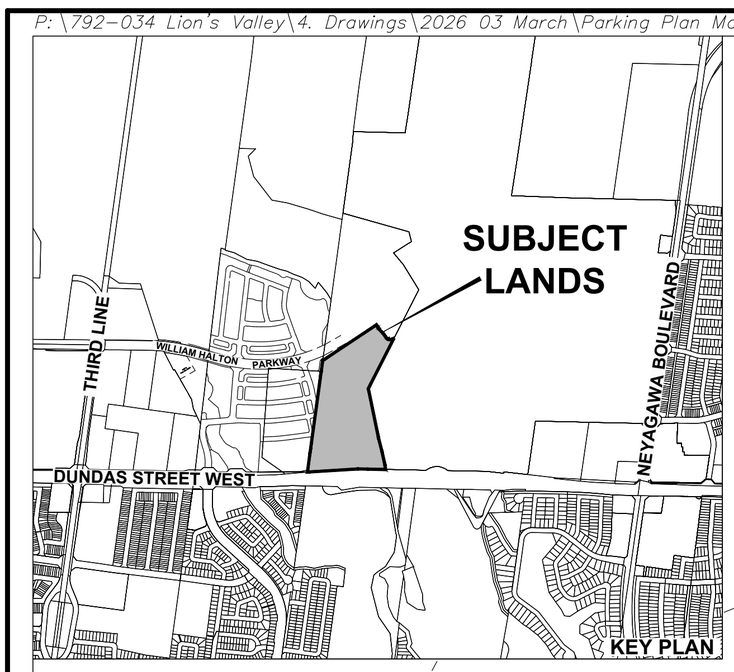
Dual Frontage Townhouse Showcase

MAR 13, 2026

PROJECT 2056

SCALE 1:500

Appendix E - Parking Plans



WILLIAM HALTON PARKWAY

N45°49'40"W 39.93

±20.5

196.06

N02°48'35"E

±27.0

161.70

N26°32'10"W

N65°18'45"W

185.51

N68°18'15"W 47.33

N66°07'30"W 54.64

N59°36'05"W 13.92

186.14

31.90

N37°32'45"E

N37°35'35"E

66.64

N32°50'30"E

297.49

N45°50'15"W

72.33

N45°44'35"W

EXISTING RESIDENTIAL

KOBZAR DRIVE

EXISTING RESIDENTIAL

KANIV STREET

EXISTING RESIDENTIAL

SHEVCHENKO BLVD.

EXISTING VILLAGE SQUARE

PAVILLION PATH

DUNDAS URBAN CORE

STREET 'A'

STREET 'B'

STREET 'C'

STREET 'A'

HARASYM TRAIL

PROPOSED SNOW STORAGE

PROPOSED SNOW STORAGE

EXISTING LIONS VALLEY PARK/ SIXTEEN MILE CREEK

WOODEN HILL CIRCLE

EXISTING RESIDENTIAL

ST. VOLODYMYR CULTURAL CENTRE

DUNDAS STREET WEST

PARKING PLAN
ARGO LIONS VALLEY LIMITED
FILE # 24T-25002/1323

PART OF LOT 23, CONCESSION 1,
NORTH OF DUNDAS STREET
(GEOGRAPHIC TOWNSHIP OF TRAFALGAR)
TOWN OF OAKVILLE
REGIONAL MUNICIPALITY OF HALTON

Parking Count

48 - ON-STREET PARKING SPACES

139 - RESIDENTIAL UNITS

0.35 - VISITOR SPACE/UNIT*

373 - RESIDENTIAL PARKING SPACES

**Legend*ON-STREET / RESIDENTIAL UNITS (48 / 139)*

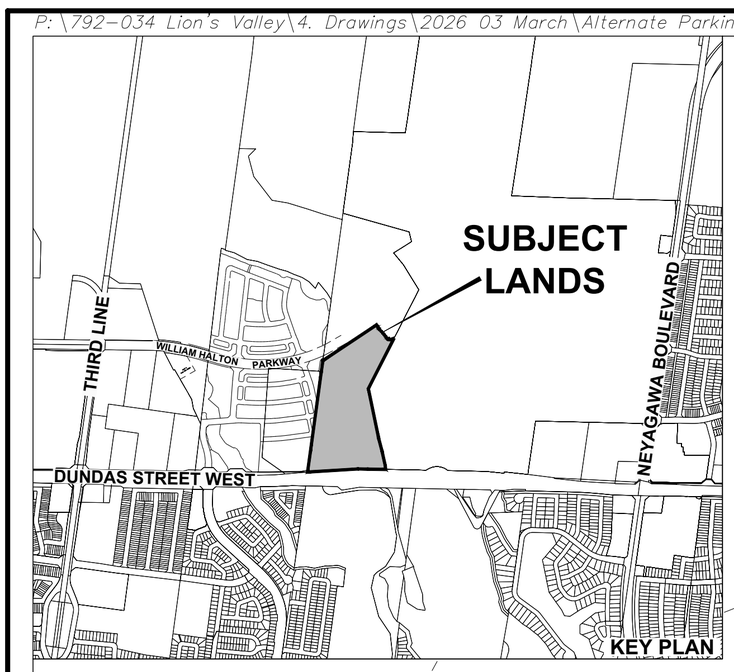
- INTERIOR ON-STREET PARKING SPACE
- SINGLE AND/OR END ON-STREET PARKING SPACE
- RESIDENTIAL DRIVEWAY PARKING SPACE
- RESIDENTIAL GARAGE PARKING SPACE
- PROPOSED DRIVEWAY (FINAL LOCATION TO BE DETERMINED)
- PROPOSED SNOW STORAGE

SCALE: 1:1000
(24 x 36)
MARCH 3, 2026

ARGO DEVELOPMENT CORP

GSAI Glen Schnarr & Associates Inc.

P:\792-034 Lion's Valley\4. Drawings\2026 03 March\Alternate Parking Plan Mar 24 26.dwg



WILLIAM HALTON PARKWAY

N02°48'35"E 196.06

±20.5

±27.0

161.70

N45°49'40"W 39.93

297.49

N26°32'10"W

N65°18'45"W

185.51

N68°18'15"W 47.33

N66°07'30"W 54.64

N59°36'05"W 13.92

186.14

31.90

N37°32'45"E

N37°35'35"E

66.64

N45°50'15"W

72.33

N45°44'35"W

N32°50'30"E

EXISTING RESIDENTIAL

KOBZAR DRIVE

EXISTING RESIDENTIAL

KANIV STREET

EXISTING RESIDENTIAL

SHEVCHENKO BLVD.

EXISTING VILLAGE SQUARE

PAVILLION PATH

DUNDAS URBAN CORE

STREET 'A'

STREET 'B'

STREET 'C'

STREET 'A'

HARASYM TRAIL

PROPOSED SNOW STORAGE

PROPOSED SNOW STORAGE

EXISTING LIONS VALLEY PARK/ SIXTEEN MILE CREEK

WOODEN HILL CIRCLE

EXISTING RESIDENTIAL

ST. VOLODYMYR CULTURAL CENTRE

DUNDAS STREET WEST

ALTERNATE PARKING PLAN

ARGO LIONS VALLEY LIMITED

FILE # 24T-25002/1323

PART OF LOT 23, CONCESSION 1,
NORTH OF DUNDAS STREET
(GEOGRAPHIC TOWNSHIP OF TRAFALGAR)
TOWN OF OAKVILLE
REGIONAL MUNICIPALITY OF HALTON

Parking Count

51 - ON-STREET PARKING SPACES

139 - RESIDENTIAL UNITS

0.367 - VISITOR SPACE/UNIT*

348 - RESIDENTIAL PARKING SPACES

**ON-STREET / RESIDENTIAL UNITS (51 / 139)*

Legend

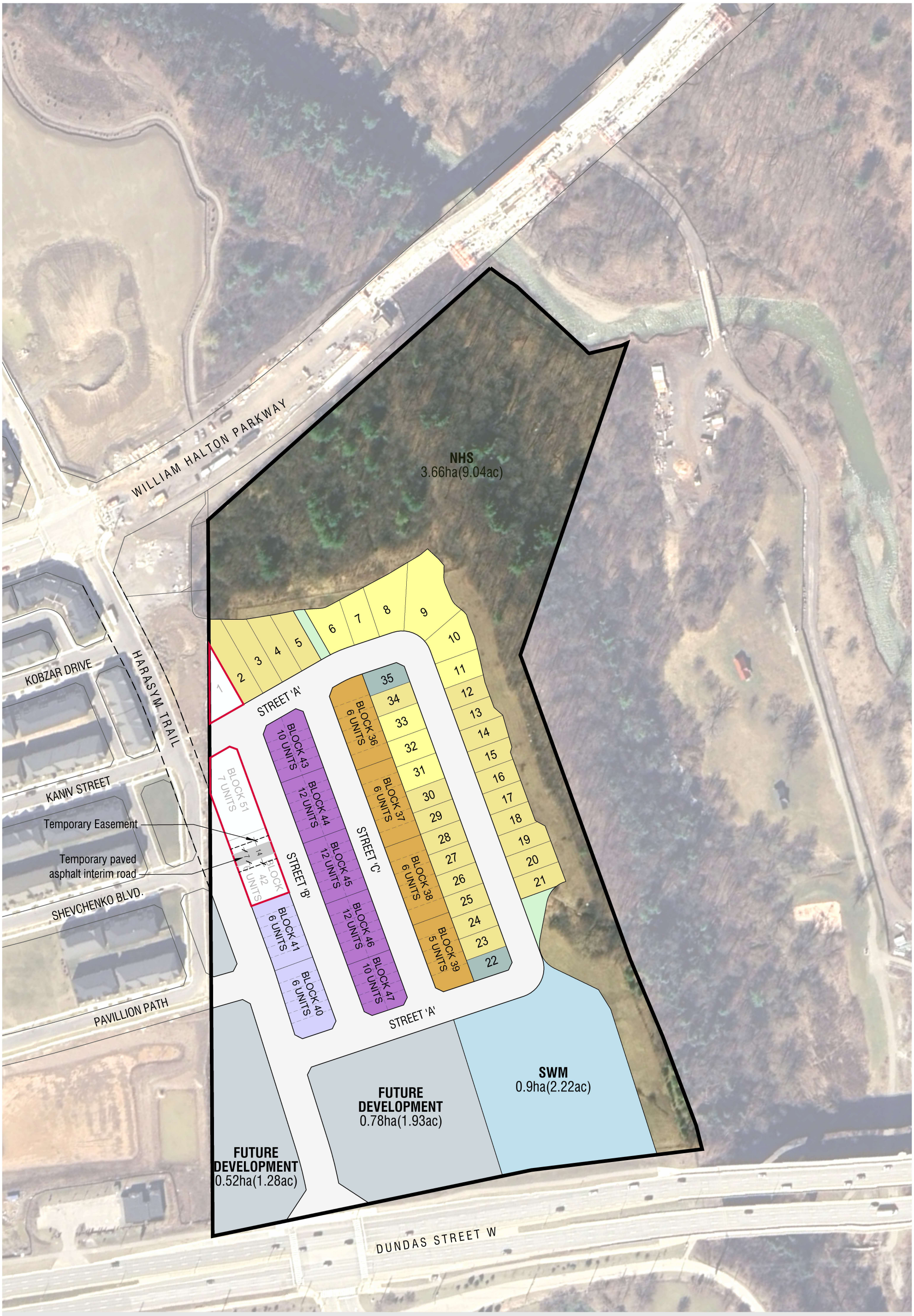
- INTERIOR ON-STREET PARKING SPACE
- SINGLE AND/OR END ON-STREET PARKING SPACE
- RESIDENTIAL DRIVEWAY PARKING SPACE
- RESIDENTIAL GARAGE PARKING SPACE
- PROPOSED DRIVEWAY (FINAL LOCATION TO BE DETERMINED)
- PROPOSED SNOW STORAGE

	ORIGINAL (2 CAR DRIVEWAY)	ALTERNATE (1 CAR DRIVEWAY)	DELTA
ON STREET PARKING	48	51	3
RESIDENTIAL PARKING	373	348	-25
TOTAL PARKING	421	399	-22

SCALE: 1:1000
(24 x 36)
MARCH 24, 2026

ARGO DEVELOPMENT CORP

GSAI Glen Schnarr & Associates Inc.



DRAFT

Lots/Blocks frozen until Street A connection constructed

- All Units In Metric Unless Otherwise Noted.
- Base Information Obtained From Various Sources And Is Approximate.
- Schedule / Plan Information Is Conceptual And Requires Verification by Appropriate Agency.
- Aerial Photo: Google Earth, May 2025

GERRARD DESIGN

WHITEOAK COMMUNICATIONS SITE | Oakville, ON

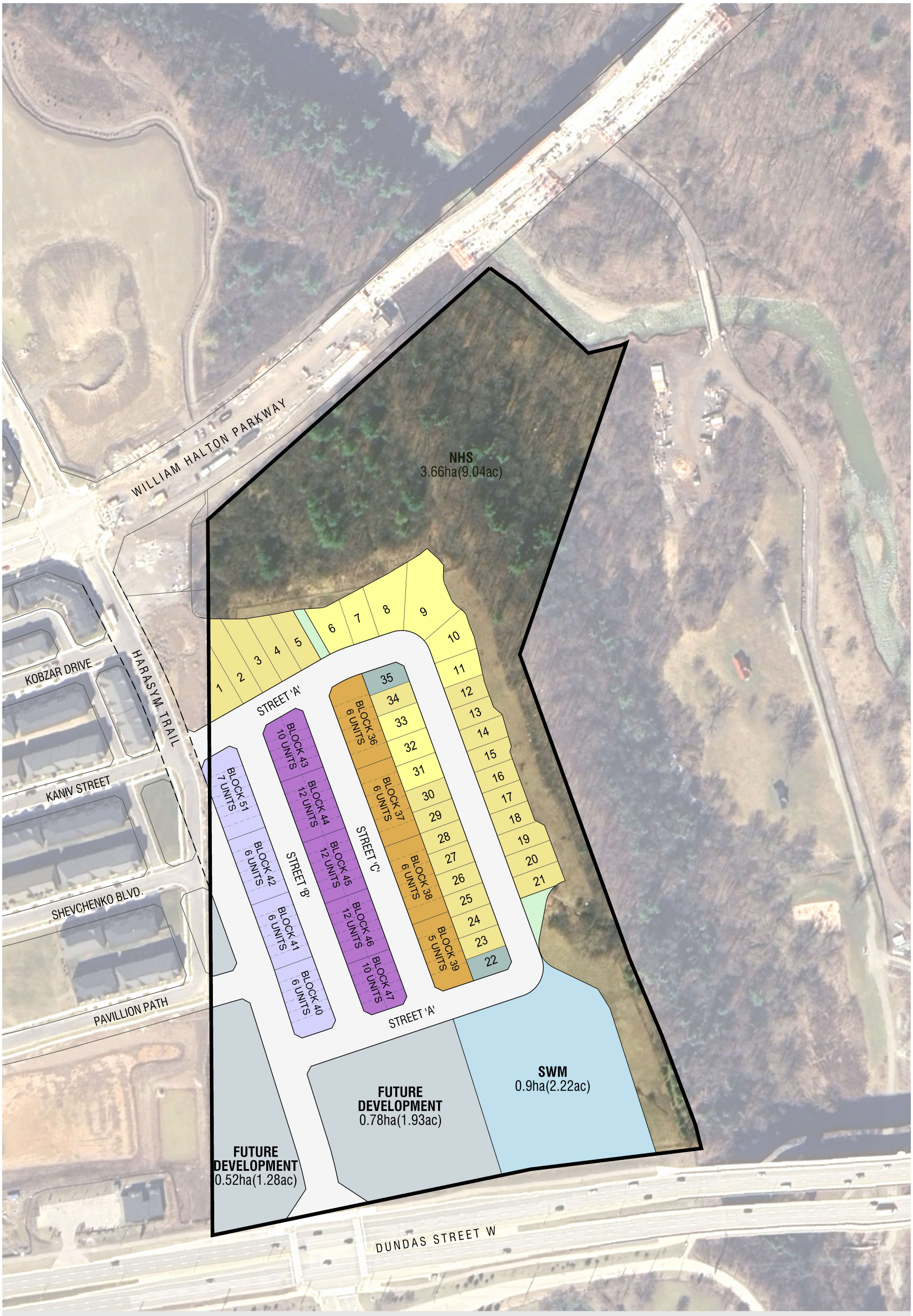
Argo Lions Valley – Proposed Interim Condition

MAR 04, 2026

PROJECT 2056

SCALE 1:2000

CP-43A



DRAFT

- All Units In Metric Unless Otherwise Noted.
- Base Information Obtained From Various Sources And Is Approximate.
- Schedule / Plan Information Is Conceptual And Requires Verification by Appropriate Agency.
- Aerial Photo: Google Earth, May 2025

GERRARD DESIGN

WHITEOAK COMMUNICATIONS SITE | Oakville, ON

Argo Lions Valley – Ultimate Condition

MAR 04, 2026

PROJECT 2056

SCALE 1:2000

CP-43B

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.

2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents of the *regional market area* by:

    a) establishing and implementing minimum targets for the provision of housing that is *affordable* to *low and moderate income households*, and coordinating land use planning and planning for housing with Service Managers to address the full range of *housing options* including *affordable* housing needs;
    b) permitting and facilitating:
        1. all *housing options* required to meet the social, health, economic and well-being requirements of current and future residents, including *additional needs housing* and needs arising from demographic changes and employment opportunities; and
        2. all types of residential *intensification*, including the *development* and *redevelopment* of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new *housing options* within previously developed areas, and *redevelopment*, which results in a net increase in residential units in accordance with policy 2.3.1.3;
    c) promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation*; and
    d) requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

1. *Settlement areas* shall be the focus of growth and development. Within *settlement areas*, growth should be focused in, where applicable, *strategic growth areas*, including *major transit station areas*.

2. Land use patterns within *settlement areas* should be based on densities and a mix of land uses which:

    a) efficiently use land and resources;
    b) optimize existing and planned *infrastructure* and *public service facilities*;
    c) support *active transportation*;
    d) are *transit-supportive*, as appropriate; and
    e) are *freight-supportive*.

3. Planning authorities shall support general *intensification* and *redevelopment* to support the achievement of *complete communities*, including by planning for a range and mix of *housing options* and prioritizing planning and investment in the necessary *infrastructure* and *public service facilities*.

4. Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions.

5. Planning authorities are encouraged to establish density targets for *designated growth areas*, based on local conditions. *Large and fast-growing municipalities* are encouraged to plan for a target of 50 residents and jobs per gross hectare in *designated growth areas*.

6. Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within *designated growth areas* is orderly and aligns with the timely provision of the *infrastructure* and *public service facilities*.

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.

3.6 Sewage, Water and Stormwater

1. Planning for *sewage and water services* shall:

    a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing *municipal sewage services* and *municipal water services* and existing *private communal sewage services* and *private communal water services*;
    b) ensure that these services are provided in a manner that:
        1. can be sustained by the water resources upon which such services rely;
        2. is feasible and financially viable over their life cycle;
        3. protects human health and safety, and the natural environment, including the *quality and quantity of water*; and
        4. aligns with comprehensive municipal planning for these services, where applicable.
    c) promote water and energy conservation and efficiency;
    d) integrate servicing and land use considerations at all stages of the planning process;
    e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of *municipal water services* and *municipal sewage services* to support efficient use of these services to meet current and projected needs for increased housing supply; and
    f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.

2. *Municipal sewage services* and *municipal water services* are the preferred form of servicing for *settlement areas* to support protection of the environment and minimize potential risks to human health and safety. For clarity, *municipal sewage services* and *municipal water services* include both centralized servicing systems and decentralized servicing systems.
3. Where *municipal sewage services* and *municipal water services* are not available, planned or feasible, *private communal sewage services* and *private communal water services* are the preferred form of servicing for multi-unit/lot *development* to support protection of the environment and minimize potential risks to human health and safety.
4. Where *municipal sewage services* and *municipal water services* or *private communal sewage services* and *private communal water services* are not available, planned or feasible, *individual on-site sewage services* and *individual on-site water services* may be used provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*.

   At the time of the official plan review or update, planning authorities should assess the long-term impacts of *individual on-site sewage services* and *individual on-site water services* on environmental health and the financial viability or feasibility of other forms of servicing set out in policies 3.6.2 and 3.6.3.
5. *Partial services* shall only be permitted in the following circumstances:

   a) where they are necessary to address failed *individual on-site sewage services* and *individual on-site water services* in existing development;
   b) within *settlement areas*, to allow for infilling and minor rounding out of existing development on *partial services* provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*; or
   c) within rural *settlement areas* where new development will be serviced by *individual on-site water services* in combination with *municipal sewage services* or *private communal sewage services*.
6. In rural areas, where *partial services* have been provided to address failed services in accordance with policy 3.6.5.a), infilling on existing lots of record may be permitted where this would represent a logical and financially viable connection to the existing *partial service* and provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*.
7. Planning authorities may allow lot creation where there is confirmation of sufficient *reserve sewage system capacity* and *reserve water system capacity*.
8. Planning for stormwater management shall:

   a) be integrated with planning for *sewage and water services* and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
   b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
   c) minimize erosion and changes in water balance including through the use of *green infrastructure*;
   d) mitigate risks to human health, safety, property and the environment;
   e) maximize the extent and function of vegetative and pervious surfaces;
   f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and *low impact development*; and
   g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a *watershed* scale.

3.8 Energy Supply

1. Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, *energy storage systems*, district energy, *renewable energy systems*, and *alternative energy systems*, to accommodate current and projected needs.

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.

Chapter 4: Wise Use and Management of Resources

4.1 Natural Heritage

1. Natural features and areas shall be protected for the long term.

2. The diversity and connectivity of natural features in an area, and the long-term *ecological function* and biodiversity of *natural heritage systems*, should be maintained, restored or, where possible, improved, recognizing linkages between and among *natural heritage features and areas*, *surface water features* and *ground water features*.

3. *Natural heritage systems* shall be identified in Ecoregions 6E & 7E[1], recognizing that *natural heritage systems* will vary in size and form in *settlement areas*, *rural areas*, and *prime agricultural areas*.

4. *Development* and *site alteration* shall not be permitted in:

    a) *significant wetlands* in Ecoregions 5E, 6E and 7E[1]; and
    b) *significant coastal wetlands*.

5. *Development* and *site alteration* shall not be permitted in:

    a) *significant wetlands* in the Canadian Shield north of Ecoregions 5E, 6E and 7E[1];
    b) *significant woodlands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)[1];
    c) *significant valleylands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)[1];
    d) *significant wildlife habitat*;
    e) *significant areas of natural and scientific interest*; and
    f) *coastal wetlands* in Ecoregions 5E, 6E and 7E[1] that are not subject to policy 4.1.4.b),

    unless it has been demonstrated that there will be no *negative impacts* on the natural features or their *ecological functions*.

6. *Development* and *site alteration* shall not be permitted in *fish habitat* except in accordance with *provincial and federal requirements*.

7. *Development* and *site alteration* shall not be permitted in *habitat of endangered species and threatened species*, except in accordance with *provincial and federal requirements*.

8. *Development* and *site alteration* shall not be permitted on *adjacent lands* to the *natural heritage features and areas* identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the *ecological function* of the *adjacent lands* has been evaluated and it has been demonstrated that there will be no *negative impacts* on the natural features or on their *ecological functions*.

9. Nothing in policy 4.1 is intended to limit the ability of *agricultural uses* to continue.

4.2 Water

1. Planning authorities shall protect, improve or restore the *quality and quantity of water* by:

    a) using the *watershed* as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;
    b) minimizing potential *negative impacts*, including cross-jurisdictional and cross-*watershed* impacts;
    c) identifying *water resource systems*;
    d) maintaining linkages and functions of *water resource systems*;
    e) implementing necessary restrictions on *development* and *site alteration* to:
        1. protect all municipal drinking water supplies and *designated vulnerable areas*; and
        2. protect, improve or restore *vulnerable* surface and ground water, and their *hydrologic functions*;
    f) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and
    g) ensuring consideration of environmental lake capacity, where applicable.

2. *Development* and *site alteration* shall be restricted in or near *sensitive surface water features* and *sensitive ground water features* such that these features and their related *hydrologic functions* will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.

3. Municipalities are encouraged to undertake, and *large and fast-growing municipalities* shall undertake *watershed planning* to inform planning for *sewage and water services* and stormwater management, including *low impact development*, and the protection, improvement or restoration of the *quality and quantity of water*.

4. Despite policy 4.2.3, where planning is conducted by an upper-tier municipality that includes one or more lower-tier *large and fast-growing municipalities*, the upper-tier municipality shall undertake *watershed planning* in partnership with lower-tier municipalities, including lower-tier l*arge and fast-growing municipalities*.

5. All municipalities undertaking *watershed planning* are encouraged to collaborate with applicable conservation authorities.

4.6 Cultural Heritage and Archaeology

1. *Protected heritage property*, which may contain *built heritage resources* or *cultural heritage landscapes*, shall be *conserved*.
2. Planning authorities shall not permit *development* and *site alteration* on lands containing *archaeological resources* or *areas of archaeological potential* unless the *significant archaeological resources* have been *conserved*.
3. Planning authorities shall not permit *development* and *site alteration* on *adjacent lands* to *protected heritage property* unless the *heritage attributes* of the *protected heritage property* will be *conserved*.
4. Planning authorities are encouraged to develop and implement:
    a) archaeological management plans for conserving *archaeological resources*; and
    b) proactive strategies for conserving *significant built heritage resources* and *cultural heritage landscapes*.
5. Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing *archaeological resources*, *built heritage resources* and *cultural heritage landscapes*.

Chapter 5: Protecting Public Health and Safety

5.1 General Policies for Natural and Human-Made Hazards

1. Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

5.2 Natural Hazards

1. Planning authorities shall, in collaboration with conservation authorities where they exist, identify *hazardous lands* and *hazardous sites* and manage development in these areas, in accordance with provincial guidance.
2. Development shall generally be directed to areas outside of:
    a) *hazardous lands* adjacent to the shorelines of the *Great Lakes - St. Lawrence River System* and *large inland lakes* which are impacted by *flooding hazards*, *erosion hazards* and/or *dynamic beach hazards*;
    b) *hazardous lands* adjacent to *river, stream and small inland lake systems* which are impacted by *flooding hazards* and/or *erosion hazards*; and
    c) *hazardous sites*.
3. *Development* and *site alteration* shall not be permitted within:
    a) the *dynamic beach hazard*;
    b) *defined portions of the flooding hazard along connecting channels* (the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);
    c) areas that would be rendered inaccessible to people and vehicles during times of *flooding hazards*, *erosion hazards* and/or *dynamic beach hazards*, unless it has been demonstrated that the site has safe access appropriate for the nature of the *development* and the natural hazard; and

d) a *floodway* regardless of whether the area of inundation contains high points of land not subject to flooding.

4. Planning authorities shall prepare for the *impacts of a changing climate* that may increase the risk associated with natural hazards.

5. Despite policy 5.2.3, *development* and *site alteration* may be permitted in certain areas associated with the *flooding hazard* along *river, stream and small inland lake systems*:

   a) in those exceptional situations where a *Special Policy Area* has been approved. The designation of a *Special Policy Area*, and any change or modification to the official plan policies, land use designations or boundaries applying to *Special Policy Area* lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications; or
   b) where the *development* is limited to uses which by their nature must locate within the *floodway*, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows.

6. *Development* shall not be permitted to locate in *hazardous lands* and *hazardous sites* where the use is:

   a) an *institutional use* including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools;
   b) an *essential emergency service* such as that provided by fire, police, and ambulance stations and electrical substations; or
   c) uses associated with the disposal, manufacture, treatment or storage of *hazardous substances*.

7. Where the *two zone concept* for *flood plains* is applied, *development* and *site alteration* may be permitted in the *flood fringe*, subject to appropriate floodproofing to the *flooding hazard* elevation or another *flooding hazard* standard approved by the Minister of Natural Resources and Forestry.

8. Further to policy 5.2.7, and except as prohibited in policies 5.2.3 and 5.2.6, *development* and *site alteration* may be permitted in those portions of *hazardous lands* and *hazardous sites* where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:

   a) *development and site alteration* is carried out in accordance with *floodproofing standards*, *protection works standards*, and *access standards*;
   b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;
   c) new hazards are not created and existing hazards are not aggravated; and
   d) no adverse environmental impacts will result.

9. *Development* shall generally be directed to areas outside of lands that are unsafe for development due to the presence of *hazardous forest types for wildland fire*.

   Development may however be permitted in lands with *hazardous forest types for wildland fire* where the risk is mitigated in accordance with *wildland fire assessment and mitigation standards*.

6.2 Coordination

1. A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies, boards, and Service Managers including:

    a) managing and/or promoting growth and development that is integrated with planning for *infrastructure* and *public service facilities*, including schools and associated child care facilities;
    b) economic development strategies;
    c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;
    d) *infrastructure*, *multimodal transportation systems*, *public service facilities* and *waste management systems*;
    e) ecosystem, shoreline, watershed, and Great Lakes related issues;
    f) natural and human-made hazards;
    g) population, housing and employment projections, based on *regional market areas*, as appropriate; and
    h) addressing housing needs in accordance with provincial housing policies and plans, including those that address homelessness.

2. Planning authorities shall undertake early engagement with Indigenous communities and coordinate on land use planning matters to facilitate knowledge-sharing, support consideration of Indigenous interests in land use decision-making and support the identification of potential impacts of decisions on the exercise of Aboriginal or treaty rights.

3. Planning authorities are encouraged to engage the public and stakeholders early in local efforts to implement the Provincial Planning Statement, and to provide the necessary information to ensure the informed involvement of local citizens, including equity-deserving groups.

4. Planning authorities and school boards shall collaborate to facilitate early and integrated planning for schools and associated child care facilities to meet current and future needs.

5. Planning authorities shall collaborate with publicly-assisted post-secondary institutions, where they exist, to facilitate early and integrated planning for student housing that considers the full range of *housing options* near existing and planned post-secondary institutions to meet current and future needs.

6. Further to policy 6.2.5, planning authorities should collaborate with publicly-assisted post-secondary institutions on the development of a student housing strategy that includes consideration of off-campus housing targeted to students.

7. Planning authorities should coordinate emergency management and other economic, environmental and social planning considerations to support efficient and resilient communities.

8. Municipalities, the Province, and other appropriate stakeholders are encouraged to undertake a coordinated approach to planning for large areas with high concentrations of employment uses that cross municipal boundaries.

9. Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:

    a) identify and allocate population, housing and employment projections for lower-tier municipalities;
    b) identify areas where growth and development will be focused, including *strategic growth areas*, and establish any applicable minimum density targets;

c) identify minimum density targets for growth and development taking place in new or expanded *settlement areas*, where applicable; and
d) provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries.

10. Where there is no upper-tier municipality or where planning is not conducted by an upper-tier municipality, planning authorities shall ensure that policy 6.2.9 is addressed as part of the planning process, and should coordinate these matters with adjacent planning authorities.

8: Definitions

Archaeological resources: includes artifacts, archaeological sites and marine archaeological sites, as defined under the *Ontario Heritage Act*. The identification and evaluation of such resources are based upon archaeological assessments carried out by archaeologists licensed under the *Ontario Heritage Act*.

Areas of archaeological potential: means areas with the likelihood to contain *archaeological resources*, as evaluated using the processes and criteria that are established under the *Ontario Heritage Act*.

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.

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.

Housing options: means a range of housing types such as, but not limited to single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, laneway housing, garden suites, rooming houses and multi-residential buildings, including low- and mid-rise apartments. The term can also refer to a variety of housing arrangements and forms such as, but not limited to, life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, *affordable* housing, *additional needs housing*, multi-generational housing, student housing, farm worker housing, culturally appropriate housing, supportive, community and transitional housing and housing related to employment, educational, or *institutional uses*, such as long-term care homes.

Low impact development: means an approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It typically includes a set of site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration, and detention of stormwater. *Low impact development* can include, for example: bio-swales, vegetated areas at the edge of paved surfaces, permeable pavement, rain gardens, green roofs, and exfiltration systems.

Natural heritage system: means a system made up *of natural heritage features and areas*, and linkages intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems can include *natural heritage features and areas*, federal and provincial parks and conservation reserves, other natural heritage features, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrologic functions, and working landscapes that enable ecological functions to continue. The Province has a recommended approach for identifying *natural heritage systems*, but municipal approaches that achieve or exceed the same objective may also be used.

Settlement areas: means urban areas and rural settlement areas within municipalities (such as cities, towns, villages and hamlets). Ontario's *settlement areas* vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.

Settlement areas are:

a) built-up areas where development is concentrated and which have a mix of land uses; and
b) lands which have been designated in an official plan for development over the long term.

Natural heritage features and areas: means features and areas, including *significant wetlands, significant coastal wetlands*, other *coastal wetlands* in Ecoregions 5E, 6E and 7E, *fish habitat*, *significant woodlands* and *significant valleylands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River), *habitat of endangered species and threatened species*, *significant wildlife habitat*, and *significant areas of natural and scientific interest*, which are important for their environmental and social values as a legacy of the natural landscapes of an area.

Quality and quantity of water: is measured by indicators associated with *hydrologic function* such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants, and hydrologic regime.

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*.

31. In its vision of planning for *Halton*'s future, *Halton* believes in building "healthy communities". A healthy community is one:

(1) that fosters among the residents a state of physical, mental, social and economic well-being;

(2) where residents take part in, and have a sense of control over, decisions that affect them;

(3) that is physically so designed to minimize the stress of daily living and meet the life-long needs of its residents;

(4) where a full range of housing, employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community;

(5) where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and non-motorized travel modes; and

(6) where the principles of sustainability are embraced and practised by residents, businesses and governments.

55. The Regional Structure is accompanied by a growth strategy for *Halton* based on the distribution of population and employment as contained in Table 1, which has been updated to the planning horizon year of 2051 through the *municipal comprehensive review*, and in accordance with the Regional phasing outlined on Map 5, as well as by other *infrastructure* elements such as transportation systems and *urban services* and other *policies* of this Plan.

55.1 The Regional Structure also sets out targets for *intensification* within the *Built-Up Area* and for the density of *Designated Greenfield Areas* and *Employment Areas*, as contained in Table 2.

55.2 The Regional Structure also sets out the Regional phasing to be achieved every five years from 2022 to 2051 between the *Built-Up Areas* and the *Designated Greenfield Areas* in Table 2a.

55.3 The Regional Structure also sets out targets that apply to *Strategic Growth Areas* as contained in Table 2b, including:

a) specific minimum density targets, planned to be achieved by 2031 or earlier for *Urban Growth Centres* and beyond the 2051 planning horizon of this Plan for other *Strategic Growth Areas;* and

b) general targets for an overall proportion of residents and jobs to be planned for and achieved over the long-term.

The general targets for an overall proportion of residents and jobs in *Strategic Growth Areas* may be refined by the Local Municipalities, subject to Regional approval, and provided the change does not compromise the overall intent of the Region's growth strategy.

TABLE 2 INTENSIFICATION AND DENSITY TARGETS

Target	Municipality				
	Halton Region	**Burlington**	**Oakville**	**Milton**	**Halton Hills**
Intensification Target					
Housing Units in Built-Up Area[1]	**53,300**	20,500	19,400	9,800	3,600
Community Area Density Targets					
People and Jobs per Hectare in the Designated Greenfield Area[2]	**62**	76	70	59	53
Employment Area Density Targets					
Jobs per Hectare in the Employment Areas [3]	**26**	33	36	19	24

[1] Target for the number of new housing units occurring with the Built-Up Area as shown on Map 1H between 2022 and 2041 and representing 45% of all new units during this period.

[2] Target for the number of people and jobs per hectare in the *Designated Greenfield Area* by 2041, consisting of the lands within the Regional Urban Boundary and outside of the *Built-Up Area* as shown on Map 1H and measured in accordance with Section 227.1 of this Plan.

[3] Target for the number of jobs per hectare in the *Employment Areas* by 2041, as shown on Map 1H and measured in accordance with Section 227.1 of this Plan.

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
UGC / MTSAs* on a *Priority Transit Corridor	Midtown Oakville / Oakville GO ***	200	~65%	~35%
	Downtown Burlington / Burlington GO ***	200	~65%	~35%
***UGCs / MTSAs* on a Commuter Rail Corridor**	Downtown Milton / Milton GO ***	200	~80%	~20%
MTSAs* on a *Priority Transit Corridor	Bronte GO ***	150	~40%	~60%
	Appleby GO ***	120	~40%	~60%
***MTSAs* on a Commuter Rail Corridor**	Aldershot GO ***	150	~80%	~20%
	Milton-Trafalgar GO ***	150	TBD****	TBD****
	Georgetown GO ****	TBD	TBD	TBD
	Acton GO ****	TBD	TBD	TBD
Primary *Regional Nodes*	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*.

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*.

76. The range of permitted uses and the creation of new *lots* in the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All *development*, however, shall be subject to the *policies* of this Plan.

Housing

84. The *goal* for housing is to supply the people of *Halton* with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.

85. The *objectives* for housing are:

(1) To establish housing targets by type and appropriate density for the Local Municipalities and the *Region* as a whole.

(2) To explore and implement new approaches to reduce residential land and construction costs and to effect an adequate supply of *Affordable Housing*.

(3) To coordinate, improve upon, and expedite the *development* approval process so as to reduce the overall cost of housing.

(4) To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.

(5) To meet housing needs through the provision of *Assisted Housing*, *Affordable Housing* and *Special Needs Housing* in *Halton*.

(6) To integrate *Assisted* and *Special Needs Housing* with *Market Housing*.

(7) To provide and manage *Assisted Housing* in *Halton* through the Halton Community Housing Corporation.

(8) To encourage the Local Municipalities and the building and *development* industry to develop innovative housing designs that stress flexibility in use, mix of compatible land uses, good environmental practices, *universal physical access*, public safety and security needs, cost-efficiency, affordability and energy and natural resource conservation while maintaining sound engineering and planning principles.

(9) To encourage the Local Municipalities to maintain the quality of the existing housing stock.

(10) To participate in and deliver Provincial and/or Federal housing programs that are beneficial to housing *development* in *Halton*.

(11) To coordinate and provide information on housing needs in *Halton* through centres that are accessible in each Local Municipality.

(12) To support the use of surplus public and not-for-profit lands, where appropriate, for developing *Assisted Housing* and *Affordable Housing*.

(13) To promote residential *intensification* through the *development* or redevelopment of *brownfield* and *greyfield sites*.

116.1 The boundaries of the Regional Natural Heritage System may be refined, with additions, deletions and/or boundary adjustments, through:

a) a Sub-watershed Study accepted by the *Region* and undertaken in the context of an *Area-Specific Plan*;

b) an individual Environmental Impact Assessment accepted by the *Region*, as required by this Plan; or

c) similar studies based on terms of reference accepted by the *Region*.

Once approved through an approval process under the Planning Act, these refinements are in effect on the date of such approval. The *Region* will maintain mapping showing such refinements and incorporate them as part of the *Region's* statutory review of its Official Plan.

116.2 Notwithstanding Section 116.1, within the North Oakville East Secondary Plan Area, the Regional Natural Heritage System will be delineated and implemented in accordance with Town of Oakville Official Plan Amendment No. 272.

116.3 Notwithstanding Section 116.1, within the North Oakville West Secondary Plan Area, the Regional Natural Heritage System will be delineated and implemented in accordance with the decision of the Ontario Municipal Board with respect to Town of Oakville Official Plan Amendment No. 289.

7.2 COMMUNITY VISION

7.2.1 PURPOSE

The community vision and objectives on which the Secondary Plan is based were developed when the North Oakville East lands were designated as "Urban Special Study Area". They have been modified to reflect the results of the Secondary Plan process and are outlined in the following sections.

The community vision and objectives represent expressions of general intent and are not to be interpreted as direct statements of planning policy, rather they form a basis for the policies contained in the Secondary Plan. In particular, it is not proposed that they be applied directly in the evaluation of any development or redevelopment proposal.

7.2.2 VISION

North Oakville's development as an urban community shall reflect Oakville's distinct historical roots and small-town heritage and Trafalgar Township's village rural heritage, with nodal development, prestige industry, and green linkages continuing to define Oakville's unique landscape.

North Oakville should also be forward-looking. It should be a model of smart growth and social diversity. It should enhance the Town's reputation for excellence and its capacity to link the past, present and future.

The design of North Oakville East will generally reflect the "Transect"[1], a system of classification of human habitats from the most rural which is reflected in the natural heritage and open space system, to the most urban conditions, which is reflected in urban core areas. The goal of the transect-based system is to make it possible for North Oakville East to sustain a complete palette of neighbourhoods and employment opportunities.

In keeping with the Transect, North Oakville East is planned as a compact, pedestrian-oriented, urban community containing a broad range of housing opportunities ranging from executive housing on large lots to high rise apartment units.

The character and pattern of the community will be significantly influenced by a planned natural heritage and open space system. This natural heritage and open space system is designed to protect the natural environment, provide a balance between active and passive recreation needs and contribute to the quality of life in North Oakville and the Town as a whole. A key component of the system will be the provision of an opportunity for residents and employees to use an extensive open space trail system.

The natural heritage and open space system helps to create definable neighbourhoods. These neighbourhoods will be known for their walkable streets and their central nodes, which will include civic uses such as a transit stop and mail services, and may include a few small shops and services. These nodes will be popular neighbourhood meeting

[1] The Transect was developed by the firm of Duany Plater-Zyberk & Company

places and will generally be located within a five minute walk of the entire neighbourhood.

The community will be well served by an interconnected transit network which will provide residents and employees opportunities for an attractive alternative travel mode within North Oakville, and connections to the rest of the Town, as well as transit facilities which serve the Region and the Greater Golden Horseshoe.

A business park located along Highway 407 provides a range of employment opportunities to residents of Oakville including prestige employment and office development at Trafalgar Road. The jobs available in the North Oakville East Secondary Plan Area, in combination with those jobs in the North Oakville West Secondary Plan Area, help to create a live-work community.

7.2.3 GENERAL DEVELOPMENT OBJECTIVES

The following general development objectives will guide the future urban development of the Planning Area.

7.2.3.1 Environment and Open Space

a) To establish as a first priority of the Town, a natural heritage and open space system, within the context of an urban setting, the majority of which is in public ownership.

b) To create a sustainable natural heritage and open space system which provides a balance between active and passive recreational needs and links to the existing open space system within the Town.

c) To identify, protect and preserve natural heritage features within the natural heritage component of the natural heritage and open space system and ensure that their use respects their functional role as natural areas within the ecosystem.

d) To incorporate measures intended to achieve the goals of environmental protection and enhancement including energy conservation, greenhouse gas reduction, and increased utilization of public transit.

e) To preserve and protect ESA's, ANSI's, provincially significant wetlands and significant woodlands which form the core of the natural heritage component of the natural heritage and open space system, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long term sustainability of the natural heritage component of the system within the urban context.

7.2.3.2 Residential

a) To create residential communities which complement the existing built form elements that are intended to remain within the community, and incorporate the best community planning and urban design practices available while protecting, enhancing and integrating the area's natural heritage component of the natural heritage and open space system.

b) To establish overall development densities that equal or exceed the density established by the Halton Urban Structure Plan and which are commensurate with the type and frequency of transit service planned for the area.

c) To reflect the land use objectives as set out within the Halton Urban Structure Plan (April 1994).

d) To minimize travel time, traffic, greenhouse gases, servicing costs and energy costs through a variety of mechanisms, and particularly by providing an efficient land use arrangement and a mix of housing forms and tenures.

e) To encourage a closer relationship between the workplace and home through land use planning decisions.

f) To create varied and distinguishable residential neighbourhoods which provide a strong, identifiable sense of place for the residents.

g) To provide for a variety of residential densities and unit types throughout the planning area, responding to the varied needs of the future population, while directing the highest densities and intensity of use to the Trafalgar Road Corridor in support of a broad range of services including high frequency transit, shopping, personal services and community facilities.

7.3 COMMUNITY STRUCTURE

7.3.1 PURPOSE

Figure NOE1, the Community Structure Plan, establishes a range of components which define the general arrangement of land use and activity for the Planning Area.

Each component of the Community Structure Plan has its own function which is described in the following sections, together with the ultimate population, housing and employment targets.

7.3.3 RESIDENTIAL NEIGHBOURHOODS

Residential neighbourhoods as designated on Figure NOE1 (Community Structure Plan) are comprised of a range of residential densities including significant areas appropriate for ground related housing and live/work opportunities:

a) Neighbourhood Centre
Neighbourhood Centres are located in the centre of each neighbourhood, within walking distance of most residents. While predominately residential in character, Neighbourhood Centres will permit a range of uses. These uses will be permitted throughout the area but will be focused at a central activity node for the neighbourhood. Neighbourhood Centres have denser development than other parts of the neighbourhood but are predominantly ground related, and, in addition to residential development, will include a range of convenience and service commercial, civic, institutional and live-work functions in buildings at a scale and with a design appropriate to the area.

b) General Urban
General Urban areas, while predominately residential, also provide for live-work functions. Development will be at lower densities than those found in the Neighbourhood Centre.

c) Sub-urban

The least dense and most purely residential context is found in areas in a neighbourhood termed "Sub-urban". While live-work functions are permitted, these areas are primarily residential in nature.

d) High Density Residential
Neighbourhood 14 on the west side of Sixteen Mile Creek shall include high density residential uses, which may be located adjacent to:

i) the valley of the Sixteen Mile Creek;

ii) other park or open space areas; or

iii) any road or roads within the Neighbourhood.

While the neighbourhood shall be predominantly residential in character, including live-work buildings, a range of non-residential uses shall also be permitted throughout the neighbourhood. These non-residential uses may include:

i) a range of convenience retail and service commercial uses,

ii) civic and institutional uses, and

iii) office uses

in buildings at a scale and with a design appropriate to the area. Both mixed use and single use buildings shall be permitted.

7.3.5 NATURAL HERITAGE AND OPEN SPACE SYSTEM

The Natural Heritage and Open Space System for North Oakville East is part of a larger system which is intended to extend through all of North Oakville. It forms a central feature of the North Oakville East Planning Area. It is comprised of two components, a Natural Heritage component and an Open Space component.

a) The Natural Heritage component of the System is comprised of the following key areas as identified by the policies in the Plan:

i) Core Preserve Areas
The Core Preserve Areas include key natural features or groupings of key natural features, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long term sustainability of the Natural Heritage component of the System within the urban context.

ii) Linkage and Optional Linkage Preserve Areas
Linkage and Optional Linkage Preserve Areas include areas which are designed to link the Core Preserve Areas together to maintain and enhance their environmental sustainability. They follow natural features whenever possible and are intended to be of sufficient size and character, including buffers, to ensure the functionality and sustainability of the Natural Heritage component of the System.

iii) High Constraint Stream Corridor Areas
High Constraint Stream Corridor Areas include certain watercourses and adjacent riparian lands, including buffers measured from the stable top-of-bank or meander belts. These areas are located primarily inside Core and Linkage Preserve Areas, but are also found outside such areas. They must be protected in their existing locations for hydrological and ecological reasons.

iv) Medium Constraint Stream Corridor Areas
Medium Constraint Stream Corridor Areas include certain watercourses and adjacent riparian lands, including buffers measured from the stable top-of-bank or meander belts. These areas are located primarily inside Core and Linkage Preserve Areas, but are also found outside such areas. They must be protected for hydrological and ecological reasons. These watercourses may be deepened and/or relocated in accordance with subsection 7.4.7.1 d).

v) Other Hydrological Features
In addition, to the High and Medium Constraint Stream Corridor Areas, a number of other hydrological features have been identified in North Oakville East. These features are also part of the Natural Heritage component of the Natural Heritage and Open Space System to the extent they are maintained after development occurs.

b) The Open Space component of the Natural Heritage and Open Space System includes open space areas such as stormwater facilities, cemeteries, public parks and schools. The Open Space component of the System will be designed, where possible, to connect to, and enhance the Natural Heritage component of the System.

7.4 SUSTAINABLE DEVELOPMENT STRATEGY

7.4.1 PURPOSE

In keeping with the objectives of this Secondary Plan, the Town of Oakville is committed to the principle of sustainable development[2] in the development of North Oakville East.

The Sustainable Development Strategy provides policies with respect to the implementation of this principle as it relates to development form, and specifically to the protection, conservation and enhancement of air, water and ecological features and functions, energy and other resources, and heritage resources.

7.4.2 DEVELOPMENT FORM

The North Oakville East Secondary Plan has been based on a conceptual design which maximizes the potential for sustainable development through such features as mixed use development, a modified grid road system which enhances the opportunity to provide transit, and a Natural Heritage and Open Space System.

In addition to the general direction implicit in the Plan, the Town will actively encourage development which is specifically based on the principle of sustainable development, including the development of Town facilities. The Town will also work with other public agencies to encourage them to follow these principles. Such development will be designed to:

a) reduce the consumption of energy, land and other non-renewable resources;

b) minimize the waste of materials, water and other limited resources;

c) create livable, healthy and productive environments; and,

d) reduce greenhouse gases.

7.4.3 AIR/ENERGY EFFICIENCY

The Town recognizes that air quality in North Oakville East will be significantly influenced by air pollutant emissions from outside the area. However, the Town will work to improve air quality and energy efficiency in North Oakville East:

a) by directing through the Secondary Plan policies, and their implementation, through the evaluation of development applications, and through the initiation of municipal programs and works, consideration of the following land use and transportation strategies to minimize the amount of vehicular travel and emissions:

[2] The Bruntland Commission (1983) defined sustainable development as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

i) concentrate activity centres such as places of worship, recreation centres and schools;

ii) encourage mixed-use development;

iii) encourage increased density near transit stops/stations and along transit routes commensurate with the type and frequency of transit service planned for that area and/or corridor;

iv) provide pedestrian and bicycle facilities;

v) ensure an interconnected street network;

vi) develop a strategy for the provision of public parking facilities at key locations; and,

vii) provide convenient and efficient transit service.

b) by directing where the Town has jurisdiction, including through its engineering standards, and encouraging where it does not, measures to reduce the "urban heat island effect" including installation of reflective (or high albedo) roofs, installation of green roofs, increasing the reflective nature of pavement and planting of shade trees; and,

c) by encouraging at the development application stage, the reduction of energy and residential combustion emissions through a range of approaches including the development of R-2000 homes and similar commercial construction standards such as LEED or other published standards, the incorporation of Energy Star appliances, the physical layout of the plan having regard to energy conservation, and buildings powered by renewable energy sources, both passive and active.

7.4.4 APPLICATION REVIEW

a) Development which incorporates initiatives to reflect the principle of sustainable development, including three or more matters set out in Section 7.4.4 b)i) and b)ii) or other initiatives, may proceed as soon as servicing can be made available, regardless of the development phase in which it is located, subject to approval by the Town and the Region of Halton.

b) Such development must comply with the other policies of this Plan and shall also:

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

1) the incorporation of alternative energy systems including the use of renewable energy resources and/or district energy facilities; and/or,

2) minimizing energy needs and flat-lining the energy profile of the design of the neighbourhood or development.

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

1) utilizing the standard for residential construction at a minimum of R-2000 and for commercial buildings, similar commercial construction standards such as LEED or other published standards;

2) incorporating opportunities for efficiencies through orientation and the use of passive solar energy and landscaping options;

3) incorporating the potential for future alternative uses and life stages in building design;

4) maximizing opportunities for waste reduction, reuse and recycling in the construction process, building design and community design;

5) maximizing opportunities for stormwater and grey water reuse including the use of permeable materials for the surfaces of parking lots and internal driveways/roads;

6) maximizing opportunities for application of stormwater management at the site level;

7) incorporating water conservation measures in all buildings and landscaping; and,

8) incorporating measures to reduce the "urban heat island effect" including installation of reflective (or high albedo) roofs, installation of green roofs, increasing the reflective nature of pavement and planting of shade trees.

7.4.5 WATER MANAGEMENT

The management of water resources within the North Oakville East Planning Area shall be undertaken in accordance with the directions established in the North Oakville Creeks Subwatershed Study. No amendments to the Secondary Plan shall be required to implement the recommendations of the Subwatershed Study or for changes to the number or location of stormwater management facilities in accordance with the policies of Section 7.6.2.2 a) of this Plan.

It is an objective of the Town that there be no net increase in phosphorus loadings as a result of development. It is recognized that this objective is achieved by requiring stormwater management ponds in North Oakville East to meet the MOE's Enhanced (Level 1) Guidelines. Provided the MOE's Enhanced (Level 1) Guidelines are met, there is no requirement to further analyze the total phosphorus during development approval.

Further, prior to draft approval of plans of subdivision, Environmental Implementation Reports will be required for each subcatchment area (See Appendix 7.2) in which they

are located, in accordance with the policies in Section 7.8.3 a). The Environmental Implementation Reports, in concert with the North Oakville Creeks Subwatershed Study, fulfill the EIS requirements of the Region of Halton Official Plan.

7.4.6 NATURAL HERITAGE AND OPEN SPACE SYSTEM

7.4.6.1 Context

In accordance with objectives of this Secondary Plan, a Natural Heritage and Open Space System is to be established for North Oakville East. The Natural Heritage and Open Space System for North Oakville East is part of a larger system which is intended to extend through all of North Oakville. It forms a central feature of the North Oakville East Planning Area. It is comprised of two components, a Natural Heritage component, and an Open Space component.

7.4.6.2 Purpose

The purpose of the Natural Heritage and Open Space System is the establishment of a system, the majority of which is to be in public ownership, and the focal point of which is a linked natural heritage system enhanced by a range of open space facilities. The System is designed to protect the natural environment, provide a balance between active and passive recreational needs and contribute to overall quality of life in North Oakville and the Town as a whole.

The primary purpose of the Natural Heritage component of the Natural Heritage and Open Space System is to protect, preserve and, where appropriate, enhance the natural environment. The focus of the Natural Heritage component is on the protection of the key ecological features and functions of North Oakville. It will also contribute to the enhancement of air and water resources, and provide for limited, passive recreational needs.

The primary purpose of the Open Space component of the System is to provide for active recreational needs and community facilities. It also should be designed, where possible, to connect to, and enhance the Natural Heritage component of the Natural Heritage and Open Space System, as well as providing for passive recreational needs. Finally, the Open Space component of the System provides facilities which will assist in building social relationships within the North Oakville community.

7.4.6.3 Subwatershed Study

The policies of this Secondary Plan provide the framework for the Natural Heritage component of the System, however, the North Oakville Creeks Subwatershed Study provides the basis for its establishment and technical guidance for its implementation

7.4.7 NATURAL HERITAGE COMPONENT OF THE NATURAL HERITAGE AND OPEN SPACE SYSTEM

7.4.7.1 Natural Heritage Designations

The Natural Heritage component of the Natural Heritage and Open Space System,

reflecting an alternative Greenlands System as intended by the Regional Plan, is comprised of lands designated "Natural Heritage System Area" on Figures NOE1, NOE2 and NOE4 and "Core Preserve Area," "Linkage Preserve Area," "Optional Linkage Preserve Area," "High Constraint Stream Corridor Area" and "Medium Constraint Stream Corridor Area" on Figure NOE3. It also includes watercourses and features designated as "Other Hydrological Features" on Figure NOE3, to the extent that they are maintained after development occurs, in accordance with the policies in Section 7.4.8.

The Natural Heritage System Area designation is comprised of the following key areas:

a) Core Preserve Areas

i) The Core Preserve Area designation on Figure NOE3 includes key natural features or groupings of key natural features, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long term sustainability of the Natural Heritage component of the System within the urban context.

ii) The Core Preserve Areas were designated based on an evaluation which considered the following criteria:

- Diversity – Areas with diverse habitats and/or supporting a rich assemblage of species;
- Size – Sufficient size to protect interior habitat;
- Contiguity – Designed to create contiguous units;
- Connectivity – The unit can be linked to other units;
- Significance – Areas supporting significant species or habitats;
- Representativeness – Areas which include appropriate representational features associated with areas of natural and scientific interest (ANSI) designations or a candidate ANSI designation, including the Trafalgar Moraine candidate ANSI; and,
- Overall watershed functionality including hydrologic processes which protect the flow regime of receiving streams.

b) Linkage Preserve Areas and Optional Linkage Preserve Areas
The Linkage Preserve Area and Optional Linkage Preserve Area designations on Figure NOE3 include areas which are designed to link the Core Preserve Areas together to maintain and enhance their environmental sustainability. They follow natural features whenever possible and are intended to be of sufficient size and character to ensure the functionality and sustainability of the Natural Heritage component of the System.

i) The length, width and general location of the Linkage Preserve Areas and Optional Linkage Preserve Areas have been defined based on factors established through the North Oakville Creeks Subwatershed Study including:

- Composition of potential linkage feature;
- Character of the surrounding habitats;
- Presence and size of discontinuities; and,
- Required buffers.

In particular, the configuration of the Linkage Preserve Area which connects to Sixteen Mile Creek adjacent to the future 407 Transitway is based on a width of 70 metres west of the existing woodlot and 100 metres east of the woodlot. The woodlot is delineated as drip line plus 10 metres or wetland plus 30 metres. If the Transitway is reduced in width west of the woodlot there will be no reduction or shifting of the Linkage Preserve Area, and any surplus transitway lands will be added to the north side of the Linkage Preserve Area. East of the woodlot, the northern boundary of the Linkage will remain coincident with the southern boundary of the Transitway so that if at any time prior to an application for development being approved, the southern boundary of the Transitway adjacent to the Linkage moves northward, the Linkage Preserve Area will also move northward. However, all boundaries of this Linkage will remain subject to a 30 metre setback from any Provincially Significant Wetland. The area of any setback for the Provincially Significant Wetland located west of the woodlot, that extends beyond the southern boundary of the Linkage (the extended area), will be offset by a corresponding reduction in the width of the Linkage located west of the woodlot, that is equal in area to the extended area.

ii) The Optional Linkage Preserve Areas have been established based on the potential to relocate adjacent Medium Constraint Streams into the area designated as "Optional Linkage Preserve Area". However, if the adjacent stream is not relocated into the lands designated "Optional Linkage Preserve Area", and remains in place in a manner which satisfies the requirements to serve a linkage function as set out in Subsection 7.4.7.1 d), then the lands in the Optional Linkage Preserve Area designation, without the need for amendment to this Plan, may be developed in accordance with the abutting land use designation. Otherwise the lands in the Optional Linkage Preserve Area designation shall be subject to the policies of the Linkage Preserve Area designation.

c) <u>High Constraint Stream Corridor Areas</u>

High Constraint Stream Corridor Areas as designated on Figure NOE3 include certain watercourses with associated riparian lands, including buffers measured from stable top-of-bank and meander belts. These areas are located primarily inside Core and Linkage Preserve Areas, but are also found outside such areas.

They must be protected in their existing locations for hydrological and ecological reasons in accordance with the directions established in the North Oakville Creeks Subwatershed Study.

d) Medium Constraint Stream Corridor Areas

Medium Constraint Stream Corridor Areas, as designated on Figure NOE3, include certain watercourses and adjacent riparian lands, including buffers measured from the stable top-of-bank or meander belts. These areas are located primarily inside Core and Linkage Preserve Areas, but are also found outside such areas. They must be protected for hydrological and ecological reasons. These watercourses may be deepened and/or relocated and consolidated with other watercourses provided that the watercourse feature, as well as the function of the watercourse, is maintained in accordance with the directions established in the North Oakville Creeks Subwatershed Study and Federal, Provincial and Conservation Authority regulations, and natural channel design is used. Where a Medium Constraint Stream Corridor Area is relocated, the land use designation of the abutting lands on Figure NOE2, not the Natural Heritage System Area designation, shall apply to the lands from which the stream is moved. Further, where a Medium Constraint Stream adjacent to an "Optional Linkage Preserve Area" is not being relocated into the "Optional Linkage Preserve Area", then that Medium Constraint Stream shall serve a linkage function similar to a Linkage Preserve Area, in addition to its role as a Medium Constraint Stream. This would include maintaining a minimum linkage width as established in the North Oakville Creeks Subwatershed Study along the Medium Constraint Stream. No modifications may be made to the location of such a stream unless that linkage function can be maintained.

7.4.7.2 Boundaries

The boundaries of the Core and Linkage Preserve Area, and High Constraint Stream Corridor Area designations shall be maintained generally in accordance with the designations on Figure NOE3 and the North Oakville Creeks Subwatershed Study.

As part of the detailed planning process, minor modifications to the boundaries of these designations may be considered to reflect differences in scale and levels of detail, or to better integrate natural and urban land uses to achieve a more compact, efficient urban form. However, such minor modifications will not negatively impact the Natural Heritage component of the Natural Heritage and Open Space System as determined by the Town, in consultation with the Region of Halton and Conservation Halton, nor shall such minor modifications result in any significant decrease in the size of the Natural Heritage component of the System.

The location and boundaries of the Medium Constraint Stream Corridor Area designations on Figure NOE3 shall be determined in accordance with the directions established in the North Oakville Creeks Subwatershed Study and Federal, Provincial and Conservation Authority regulations during the preparation of the Environmental Implementation Reports (EIR) required by Section 7.8.3 of this Plan. In addition, Reach

MUN-3, as identified on Figure 6.3.13 of the North Oakville Creeks Subwatershed Study, may be reexamined as part of the relevant EIR to confirm its classification. If all or part of MUN-3 is recommended for reclassification from a Medium Constraint Stream Corridor to a Low Constraint Stream Corridor and the basis for this reclassification is accepted by the Town and Conservation Halton, the change will not require an amendment to the Secondary Plan.

Stream Corridor Components: Appendix 7.4 illustrates the required components of Stream Corridors and provides direction on how they are measured.

7.4.7.3 Permitted Uses, Buildings and Structures

a) The only permitted uses in the Natural Heritage System Area designation shall be legally existing uses, buildings and structures, and fish, wildlife and conservation management. Development or land disturbances shall generally be prohibited.

b) The only exceptions to the provisions of Section 7.4.7.3 a) shall be the uses in Subsection c), subject to the satisfaction of the Town, in consultation with the Region of Halton and Conservation Halton, provided that, prior to approving the location/construction of such uses a study shall be undertaken, except where an Environmental Assessment is required:

   i) identifying potential negative impacts on the functions and features of the applicable designation during the construction and post-construction phases; and,

   ii) demonstrating that alternative methods and measures for minimizing impacts have been considered and appropriate methods and measures will be applied.

c) The potential permitted uses include:

   i) Development or land disturbance in accordance with the directions of the North Oakville Creeks Subwatershed Study and any related Environmental Implementation Report, and Federal, Provincial and Conservation Authority regulations:

      - for required flood and stream bank erosion control;
      - for fish, wildlife and conservation management;
      - to accommodate a stormwater outfall; or
      - in Medium Constraint Stream Corridor Areas, to relocate or deepen channels in accordance with Section 7.4.7.1 d);

      provided that any required reconstruction of a watercourse is completed in a way that utilizes bio-engineering principles and practices, and

maintains, and where possible, improves the form, characteristics and functions of the watercourse.

ii) Roads and related utilities which shall:

- use non-standard cross sections designed to minimize any impacts on the natural environment;
- only be permitted to cross the designation in the general area of the road designations shown on Figures NOE2 and NOE4 or as defined through an Environmental Assessment; and,
- be designed to minimize grading in accordance with the directions established in the North Oakville Creeks Subwatershed Study.

Provided that such corridors shall:

- be required as transit routes or utility corridors;
- be located outside natural features to the maximum extent possible, and where the applicable designation is narrowest and along the edges of applicable designations, wherever possible;
- provide for the safe movement of species in accordance with the directions established in the North Oakville Creeks Subwatershed Study in the design and construction of any road or utility;
- be kept to the minimum width possible; and,
- be designed to keep any related structures or parts of structures outside the High Constraint Stream Corridor Area designated on Figure NOE3 to the maximum extent possible or as defined through an Environmental Assessment.

iii) Expansion to existing Water and Wastewater services which are located on sites with existing facilities subject to any required Environmental Assessment;

iv) Trails, interpretative displays or signage or other similar passive recreation uses consistent with the purpose of the applicable designation and provided that:

- for lands in the Linkage Preserve Area designation on Figure NOE3, such uses shall generally be located in the Linkage Preserve Area, but adjacent to the boundary of the linkage;
- trails shall be permitted within the setback from the edge of the

Sixteen Mile Creek Valley, and may be permitted within the Valley subject to the review of their impact on any environmentally sensitive features;

- trails in stream corridors other than the Sixteen Mile Creek shall be permitted adjacent to the valley in the buffer; and,

- trails in the Natural Heritage System Area designation be designed and located to minimize any impact on the natural environment.

v) Stormwater management facilities established in accordance with the directions in the North Oakville Creeks Subwatershed Study provided that the final number, size and configuration of such facilities will be determined through any related Environmental Implementation Report or Functional Servicing Study and provided that generally such facilities shall, with respect to the designations on Figure NOE3:

- be limited in Core Preserve Areas to only four stormwater management facilities located as shown conceptually on Figure NOE3 ;

- be limited where located in or adjacent to High and Medium Constraint Stream Corridor Areas which are not located within Linkage Preserve or Optional Linkage Preserve Areas as designated conceptually on Figure NOE3, to areas:

    - outside the 100 year floodline;
    - outside the meanderbelt allowance which is the meanderbelt plus the factor of safety;
    - outside the erosion/access allowance measured from the meander belt or stable top-of-bank, except that some overlap of the access required for the stormwater management facility and the erosion/access allowance may be permitted in accordance with the directions established in the North Oakville Creeks Subwatershed Study, and to the satisfaction of the Town and Conservation Halton;
    - outside the confined valley; and,

  provided that there is no loss of flood storage or conveyance;

- be limited where located in or adjacent to High and Medium Constraint Stream Corridors which are located within Linkage Preserve or Optional Linkage Preserve Areas as designated conceptually on Figure NOE3, to the stormwater management facilities as shown conceptually on Figure NOE3, to areas

    - outside the 100 year floodline;
    - outside the meanderbelt allowance which is the meanderbelt plus the factor of safety;

- outside the erosion/access allowance measured from the meander belt or stable top-of-bank, except that some overlap of the access required for the stormwater management facility and the erosion access allowance may be permitted in accordance with the directions established in the North Oakville Creeks Subwatershed Study, and to the satisfaction of the Town and Conservation Halton;
- outside the confined valley; and,

there is no loss of flood storage or conveyance; and,

provided that the encroachment into such Linkage Preserve or Optional Linkage Preserve Areas shall be limited to a width which is no greater than 50% of the width of the Linkage Preserve Area or Optional Linkage Preserve Area; and further,

provided that storm water management facilities shown conceptually on Figure NOE 3 which are located in the Linkage Preserve Area or Optional Linkage Preserve Area associated with Reach MOC-W1, MOC-W2 and MOC-W3 as identified of Figure 6.3.13 of the North Oakville Creeks Subwatershed Study shall only be permitted when provisions have been made which are satisfactory to the Town and Conservation Halton for the establishment of wooded nodes within the Linkage Preserve Area or Optional Linkage Preserve Area.

In addition, the stormwater management facilities shall be designed to:

- be naturalized and unfenced, except where the facility abuts private property it may be fenced;
- be as small as necessary; and,
- have minimum access for maintenance.

vi) Grading in the Natural Heritage component of the Natural Heritage and Open Space System for facilities outside of, but adjacent to, the Natural Heritage component of the System, such as lots, roads and public facilities, shall be permitted in accordance with the directions established in the North Oakville Creeks Subwatershed Study or appropriate Environmental Assessment.

vii) A 6 metre wide private driveway across the Linkage Preserve Area joining the north area and south area of the Core Preserve Area which is north of Burnhamthorpe Road and west of Trafalgar Road, in a location and with a design determined by the relevant Environmental Implementation Report, and site plan approval, and to the satisfaction of the Town, the Region and Conservation Halton.

viii) The adaptive re-use of heritage buildings for institutional uses, including an art gallery and art school, in the Linkage Preserve Area associated with Reach JC-7, as identified on Figure 6.3.13 of the North Oakville Creeks Subwatershed Study is permitted. The extension of such buildings or the construction of new buildings and structures may also be permitted, subject to Conservation Halton's regulations and the preparation of an Environmental Implementation Report to the satisfaction of the Town and Conservation Halton, which addresses how the impact to the linkage will be minimized.

7.4.10 NATURAL HERITAGE AND OPEN SPACE SYSTEM SECUREMENT

a) The following designations on Figure NOE3 comprise the Natural Heritage component of the Natural Heritage and Open Space System. These designations do not imply that the lands will be purchased by the Town or a public agency or that they are free or open to the public:

i) Core Preserve Area;

ii) Linkage Preserve Area and Optional Linkage Preserve Area;

iii) High Constraint Stream Corridor Area; and,

iv) Medium Constraint Stream Corridor.

This policy is also applicable to the Other Hydrological Features designated on Figure NOE3 which are also part of the Natural Heritage component of the System.

The public portions of the Open Space component of the Natural Heritage and

Open Space System will generally be acquired in accordance with the provisions of the Planning Act and Section 7.7.4.5 of this Plan with respect to parkland acquisition.

b) Notwithstanding the foregoing, the Town recognizes that public securement of the lands in the Natural Heritage component of the Natural Heritage and Open Space System will provide opportunities for enhanced management of the lands in the System. The Town will investigate all options for the securement of land in the Natural Heritage component of the Natural Heritage and Open Space System.

c) Lands in the Natural Heritage component of the Natural Heritage and Open Space System, while recognized as part of the parkland hierarchy, shall not be acceptable as parkland dedication under the Planning Act unless:

i) the lands can be used without impact on environmental quality or function for some passive open space/recreational use such as a trail use or interpretative display in conjunction with adjacent active parkland which is located outside the Natural Heritage component of the Natural Heritage and Open Space System; and,

ii) the Town is satisfied that sufficient land has been dedicated, or cash-in-lieu has been provided, to satisfy the Town's requirements for active parkland for the development.

7.5 COMMUNITY DESIGN STRATEGY

7.5.1 PURPOSE

This section outlines general design policies for North Oakville East, as well as specific policies for the Neighbourhoods as designated on Schedule NOE1, and the Trafalgar Urban Core Area, Neyagawa Urban Core Area, the Dundas St. Urban Core Area, Employment Districts, and existing development.

7.5.2 MASTER PLAN

a) The North Oakville East Master Plan in Appendix 7.3 to the Official Plan is intended to illustrate graphically the design of the North Oakville East Planning Area and how the policies and Figures of the North Oakville East Secondary Plan are to be implemented. The spacing, function and design of intersections of Local Roads with Major Arterial/Transit Corridors (i.e. Regional arterials) shown on Appendix 7.3 have not been approved by the Region, and such intersections shown on Appendix 7.3 and on any subsequent area design plan, plan of subdivision, or other development plan, are subject to Regional approval.

b) Prior to the commencement of the development of any:

i) neighbourhood in accordance with the neighbourhood boundaries established on Figure NOE1 and, where applicable, the portion of the Dundas Urban Core that abuts the neighbourhood;

ii) sub-area within the Trafalgar Urban Core Area identified on Figure NOE1, except that lands in any sub-area on one side of Trafalgar Road may proceed independently of the lands in that sub-area on the other side of Trafalgar Road;

iii) part of the Neyagawa Urban Core Area; or

iv) sub-area within the Employment Area or the Transitional Area identified by the Town, in consultation with all affected landowners, based on boundaries created by Arterial, Avenue or Connector roads or natural features, provided that a sub-area may include adjacent Employment and Transitional Areas.

The Town shall determine, after consultation with all affected landowners in the specific area, whether proposed plans of subdivision or other development plans for the affected lands are generally consistent with the Master Plan in Appendix 7.3. Where such plans are determined to be generally consistent with the Master Plan, development may be permitted to proceed without the preparation of an area design plan.

c) The Town shall require the preparation of an area design plan to the satisfaction of the Town, prior to draft plan approval or approval of other development plans in a specific area identified in subsection b), where:

i) proposed plans of subdivision or other development plans for the area are not generally consistent with the Master Plan in Appendix 7.3;

ii) the Town after consultation with all affected landowners, determines that an area design plan is required to address coordination issues between landowner plans;

iii) the Town, after consultation with all affected landowners, determines that an area design plan is required to address coordination issues between areas identified in 7.5.2 b) i) to iv); or

iv) any significant development is proposed in the Transitional Area designation.

d) The area to be addressed by the area design plan will include, as applicable, one or more of the areas identified in subsection b).

e) The area design plan will be designed to demonstrate conformity with the policies and Figures of the Secondary Plan and will provide details including:

i) the size and location of schools, neighbourhood parks, village squares and urban squares;

ii) the location, size and general configuration of stormwater management ponds;

iii) the detailed road pattern;

iv) the specific boundaries of neighbourhood land use categories and other designations;

v) the density and distribution of housing types;

vi) how the proposal addresses the Town's Implementation Strategy;

vii) the location, alignment and boundaries of Medium Constraint Streams;

viii) co-ordination with land uses and road patterns for lands outside, but adjacent to the lands which are the subject of the area design plan; and

ix) the requirements for Transitional Areas as set out in Section 7.6.9.3 a).

f) Such area design plans shall be prepared in accordance with terms of reference approved by the Town and the applicant(s), by a consultant approved by the Town and the applicant(s), and retained by, and at the cost of, the applicant(s).

g) In the preparation of the terms of reference, the Development Review provisions of Section 7.8 of this Plan will be used as a guide.

h) A proposed plan of subdivision or other development plan shall be considered to

be inconsistent with the Master Plan, as referenced in subsection c) i), if it does not conform to the General Design Directions in Section 7.5.4, or results in coordination issues between areas identified in subsection b. The following will generally not be considered to be inconsistent with the Master Plan, provided that the Town determines that the plan of subdivision or other development plan conforms with the policies and Figures of the Secondary Plan:

i) modifications to, or relocations of portions of the road pattern;

ii) modifications to Medium or Low Constraint Stream Corridors or Hydrologic Features "A" and "B";

iii) relocation of public facilities including parks, schools and stormwater ponds; or

iv) reconfiguration of the neighbourhood land use categories generally in accordance with the neighbourhood land use category requirements of Table 1. However, any reconfiguration of neighbourhood land use categories proposed by a plan of subdivision or other development plan that necessitates significant changes to the distribution of neighbourhood land use categories on other land ownerships, in order to maintain general conformity with Table 1, will require the preparation of an area design plan.

i) The approval of an area design plan by the Town shall not require an amendment to this Plan.

7.5.3 DESIGN GUIDELINES

Urban Design and Open Space Guidelines, which will include guidelines with respect to matters set out in Section 7.5 as well as heritage resources, will be prepared by the Town as part of the North Oakville East Implementation Strategy prior to the approval of any development applications. All development applications will be evaluated by the Town to ensure that they are consistent with the Urban Design and Open Space Guidelines.

7.5.4 GENERAL DESIGN DIRECTIONS

a) All development, particularly in the Urban Core Areas, Neighbourhood Centre and General Urban Areas, shall be designed to be compact, pedestrian and transit friendly in form. Mixed use development will be encouraged.

b) A hierarchy of civic, institutional and commercial uses shall be established in locations which form part of mixed use areas (rather than isolated in single-use complexes) which allow them to serve as focal points for the Planning Area as a whole, neighbourhoods and sub-neighbourhoods. In particular, the ordinary activities of daily living shall occur within walking distance of most dwelling units.

c) Development shall be based on a modified grid road system with interconnected networks of roads designed to disperse and reduce the length of vehicular trips

and support the early integration and sustained viability of transit service. For local roads not shown on Figure NOE4, the modified grid road system will respond to topography and the Natural Heritage System component of the Natural Heritage and Open Space System. Cul-de-sacs will generally be permitted only when warranted by natural site conditions

d) The Natural Heritage component of the Natural Heritage and Open Space System forms a central feature of the Planning Area and the development form should reflect this fact. In addition, an associated comprehensive, interconnected system of trails will be developed which will generally reflect the major trail system on Figure NOE4.

e) Public safety, views and accessibility, both physically and visually, to the Natural Heritage component of the Natural Heritage and Open Space System, as well as to parks, schools and other natural and civic features, will be important consideration in community design. This will be accomplished through a range of different approaches including, but not limited to, the use of single loaded roads, crescent roads, combining public open space with other public or institutional facilities (e.g. school/park campuses, easements, stormwater ponds adjacent to the Natural Heritage component of the System) and the location of high density residential and employment buildings. With respect to the Natural Heritage component of the Natural Heritage and Open Space System, priority will be given to maintaining views and accessibility at key trail access points where Arterial, Avenue and Connector roads are adjacent to the System. Where there is no significant Natural Heritage edge exposed at Arterial, Avenue or Connector roads, Neighbourhood Parks, Village Squares or local roads will be encouraged to provide access and visibility.

With respect to other public facilities particularly schools and parks, of the total linear perimeter distance around such uses in the order of 50% of the perimeter will be bounded by a combination of roads and open space which will allow public access or, at a minimum private open space which will allow significant views of the feature or facility. Where only road frontage is provided the frontage shall be in the order of 40% of the perimeter of the features and facilities.

f) Parks, neighbourhood activity nodes, and other civic areas will serve as central "meeting places" for residents, particularly within neighbourhoods and sub-neighbourhoods

g) Building densities and land uses designed to support the use of transit and the level of transit service proposed for specific areas shall be located within walking distances of transit stops and lines.

h) The incorporation of cultural heritage resources into the community, including their use and adaptive reuse, shall be encouraged.

i) The location of *active transportation* facilities should conform with Schedule D, Active Transportation Plan, to the Livable Oakville Plan, recognizing that the alignments are diagrammatic. An official plan amendment will not be required for changes to the alignments of *active transportation* facilities provided that the general intent and purpose of Schedule D to the Livable Oakville Plan is

maintained. In the event of a conflict between Schedules D to the Livable Oakville Plan and the North Oakville East Secondary Plan, the North Oakville East Secondary Plan shall prevail.

7.5.5 STREETSCAPE

The streetscape consists of streets and public frontages. The streets provide the traffic and parking capacity. The public frontages provide for pedestrian circulation and contribute to the character of the streetscape. The design of the streetscape is defined by the type of sidewalk, curbing, planters and street trees. The policies of Section 7.7.2 of this Plan provide detailed direction with respect to the design of typical streets, while the Urban Design and Open Space Guidelines will address directions for public frontages and other design treatments.

The Urban Design and Open Space Guidelines will establish five types of streets with respect to typical design treatment. Variations may be considered by the Town based on circumstances such as topography, proposed abutting land use, relationship to the Natural Heritage and Open Space System and achievement of other design objectives:

7.5.5.1 Arterial/Transit Corridors

Arterial/Transit Corridors as designated on Figure NOE4 are high capacity roads which serve as major gateways into the community, including both the Town as a whole, and North Oakville East. A balance must be achieved between their transportation function, including accommodation for transit, and their ability to provide access to flanking land uses, and to act as socially vibrant public space. To assist in achieving this balance, these streets will have the highest form of design treatment, including wide sidewalks, special tree and feature planting, paving, lighting and signage design.

7.5.5.4 Local Streets

Local streets play a dual role as neighbourhood socialization spaces, as well as supporting transportation needs. The design requirements, while less substantial than for connector roads, must support the dual role of the local streets.

7.5.5.6 Pedestrian/Cyclist Orientation

Pedestrian/cyclist comfort and safety shall be considered in the streetscape design for roads under the control of the Town of Oakville. In commercial and mixed use areas, the design will provide for an enhanced streetscape and sidewalk environment for pedestrians. The Town will also work with the Region to encourage a similar approach.

7.5.5.9 Sidewalks

a) Sidewalks shall generally be provided on both sides of all streets with the exception of:

   i) residential streets with less than ten dwelling units or cul-de-sacs, where sidewalks shall be required on only one side of the street;

   ii) lanes, where no sidewalks shall be required;

   iii) character roads, where a rural cross-section is being maintained, where sidewalks may not be required, provided that pedestrian and bicycle circulation is accommodated on a separate trail system; and,

   iv) a road flanking the Natural Heritage and Open Space System, where a sidewalk shall be provided on the developed side only, subject to the availability of a trail facility on the other side of the street.

b) In addition to the exceptions above, consideration may be given to permitting only one sidewalk for some Local Roads. Such roads would be permitted only where the Town is satisfied through the submission of a pedestrian circulation plan that only one sidewalk is necessary and provided that the road would:

   i) have a maximum ROW of 16 metres; and,

   ii) be located in the Neighbourhood Area designation in a Sub-urban land use category

   iii) not provide direct access to a school, Neighbourhood Park, or Village Square.

   The geographical extent of the pedestrian circulation plan shall be broad enough to demonstrate how the above conditions are met as well as the relationship to the transit system, community facilities and shopping areas.

7.5.5.14 Block Size

The length of the block makes a significant difference in creating a pedestrian-friendly environment. Blocks should be short and regular in length to make walking efficient and allow for variation in routes. Where it is impossible or undesirable to provide short blocks, wide public mid-block pathways should be provided to shorten walking distances.

7.5.6 BUILDING LOCATION

a) Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a "sense of enclosure" to the street. Generally, heights of buildings shall also be related to road widths to create a more comfortable pedestrian environment, so that the wider the road width, the higher the building height.

b) Buildings on corner lots at the intersections of Arterials, Avenues and Connector streets shall be sited and massed toward the intersection.

c) The rear and side building elevations of all buildings on corner lots shall be designed to take advantage of their extra visibility.

d) In residential areas, garages shall be designed so that they are not the dominant feature in the streetscape. In particular, attached garages shall not:

   i) project beyond the façade of the dwelling or the façade (front face) of any porch; or

   ii) contain garage doors that occupy more than 50% of the frontage of a lot unless the Town is satisfied through the submission of detailed plans by the applicant that the garage doors can be appropriately integrated with the streetscape.

e) Higher-density housing shall be located close to Arterial Roads, Avenues, Connectors and transit stops, within Neighbourhood Centres and the Urban Core Areas.

7.5.7 PARKING AREAS

7.5.7.1 Off-Street Parking

Off-street parking areas shall be designed to reduce their visual impact on both the adjoining streetscape and on people using the facility by:

a) Screening of the parking lot at the street and adjacent to residential development through the use of features such as low fences, walls and landscaping and in a manner which reflects the safe community design policies of Section 7.5.10;

b) Locating the parking lot, within commercial or mixed use developments, to the side or rear of the main building and permitting no or only minimal parking in front of the main building. However, in sub-area 2 of the Trafalgar Urban Core, within the Dundas Urban Core Area at Neyagawa and within the Neyagawa Urban Core, where large retail stores are proposed, design alternatives designed to contribute to the creation of a vibrant and active streetscape, may include, among other possible alternatives, locating large retail stores in the interior or at the rear of commercial or mixed use development blocks with smaller stores and building oriented to surrounding Arterial, Avenue or Connector Roads to create a strong street presence. Alternatively, the frontage of the large retail store facing the Arterial, Avenue or Connector Road should be lined with smaller stores or multiple building entrances. Parking areas will be integrated with development associated with large retail stores, in a manner designed to contribute to the objective of a vibrant and active streetscape.

c) The use of landscaping or decorative paving to reduce the visual expanse of large parking areas;

d) Joint access to parking lots on adjoining properties where feasible; and,

e) Provision of pedestrian walkways adjacent to stores, between building clusters, and to provide pedestrian access to transit stops, public sidewalks and other developments. These walkways may need to cross parking lots to provide the required access.

7.5.7.2 Parking Options

In addition, options to replace at-grade parking areas will be encouraged including:

a) <u>On-street parking</u>
On-street parking should be permitted wherever possible to increase animation, reduce vehicle speeds and serve as a protective buffer between pedestrians and moving vehicles. To encourage the provision of such parking, appropriate engineering design standards for roadways, including laybys, shall be developed and reduced off-street parking requirements will be established for specific areas where appropriate, particularly along transit routes and in the Urban Core designations.

b) <u>Municipal parking</u>
The Town shall work with landowners in mixed use areas to establish municipal parking at strategic nodes.

7.5.9 LANDSCAPE DESIGN

The applicable policies of Part C, Section 10.3, Urban Forests of the Official Plan shall apply and the Town shall establish specific landscaping requirements in the Urban Design and Open Space Guidelines to ensure:

a) the creation of a human scale within new development;

b) the enhancement of pedestrian comfort;

c) the provision of features which contribute to the definition of public open space, framing of views and focal points, direction of pedestrian movement and demarcation of areas with different functions; and,

d) landscape design that promotes the use of native species and enhancement of ecological stability and integrity.

7.5.10 SAFE COMMUNITY DESIGN

The Town shall work with Halton Region Police to promote safety and security and accessibility in public places through urban design including design and the siting of buildings and structures that:

a) encourages continuous occupancy of public spaces by ensuring the proximity of spaces, activities and institutions which provide public presence at various times and by the sharing of facilities;

b) provides for opportunities for visual overlook and ease of public access to adjacent streets, parks and other public areas;

c) results in clear, unobstructed views of parks, school grounds, and open spaces from adjacent streets;

d) ensures appropriate lighting, visibility and opportunities for informal surveillance are provided for walkways, parking lots, parking garages and open space areas;

e) results in the selection and siting of landscape elements in a manner which maintains views for safety and surveillance;

f) encourages the provision of views into, out of and through publicly accessible interior spaces;

g) precludes entrapment or the perception of entrapment through properly identified exits and signage; and,

h) results in accessibility for the disabled and elderly.

7.5.11 COMMUNITY LINKAGES

North Oakville East will be connected to other parts of the Town whenever possible through road, transit, pedestrian and bicycle links, to ensure that the community functions in an integrated manner. In particular:

a) the design of Dundas Street and abutting uses should allow it to become a point of transition rather than the current "division" or "barrier" effect of the street. Design should be used to encourage visual and physical links between the north and south sides of the street;

b) the intersections of Trafalgar Road and Dundas St. and Neyagawa Blvd and Dundas St. should be marked by the siting and design of prominent buildings, strategic building placement and other gateway features. Minor gateways should be established at other intersections with Dundas St;

d) Trafalgar Road provides a major physical north/south link through the Town from a transportation perspective. The design of the road itself and the Trafalgar Core Area development should strengthen this link and ensure a strong relationship to the Uptown Core, as well as the Midtown Core, and Downtown areas.

7.5.12 NEIGHBOURHOODS

Figure NOE1 identifies the neighbourhood structure for North Oakville East. Each neighbourhood will have distinctive characteristics, but with the following common features:

a) Each neighbourhood will include at its centre, approximately a five minute walk from most areas of the neighbourhood, a neighbourhood activity node which would include a transit stop and other public facilities which serve the neighbourhood such as central mail boxes or mail pickup facilities. In addition, convenience commercial facilities or similar uses will be encouraged to locate at the neighbourhood activity node.

b) Neighbourhoods shall be primarily residential in character, but will include mixed use development including commercial, institutional, live-work and civic facilities;

c) Within neighbourhoods, a range of lot sizes, building types, architectural styles and price levels shall be provided to accommodate diverse ages and incomes;

d) The Town shall work with the School Boards to try to ensure that elementary schools are located to allow as many children within a neighbourhood as possible to walk or bicycle to them; and,

e) A range of open space including parks, squares and playgrounds shall be distributed through a neighbourhood in locations which are easily accessible and which can act as "meeting places" for residents.

2.1 Zones *(2012-001), (2013-065)*

This By-law establishes the following *zones* and places all lands subject to this By-law in one or more of the following *zones*:

Table 2.1.1: Zones in the North Oakville Zoning By-law

Zone	Symbol	Uses / Standards (non-operative)
Trafalgar Urban Core	TUC	5.1 and 7.1
Dundas Urban Core	DUC	5.1 and 7.2
Neyagawa Urban Core Area	NUC	5.1 and 7.3
Palermo Village North Urban Core	PUC	5.1 and 7.4
Neighbourhood Centre	NC	5.1 and 7.5
General Urban	GU	5.1 and 7.6
Sub-urban	S	5.1 and 7.7
High Density Residential	HDR	5.1 and 7.8
Light Employment	LE	5.1 and 7.9
General Employment	GE	5.1 and 7.10
Service Area - Employment	SA	5.1 and 7.11
Institutional	I	5.1 and 7.12
Future Development *(2022-007)*	FD	5.1 and 7.13
Natural Heritage System	NHS	5.1 and 7.14
Cemetery	CE	5.1 and 7.15
Park	P	5.1 and 7.12
Stormwater Management Facility	SMF	5.1 and 7.12
Automotive Service	AS	5.1 and 7.17

Future Development Zone

7.13 Future Development (FD) Zone Regulations *(2012-001)* *(2022-007)*

7.13.1 Permitted Uses

i. The uses as permitted in Section 4.3.1.

ii. Infrastructure for which an Environmental Assessment has been completed or which are required as a condition of approval under the Planning Act, subject to the following provisions:

a. Notwithstanding any other provision of this By-law, any *building* or *structure* for the purpose of providing or sheltering infrastructure shall not be subject to Section 7.13.2;

b. Any *building* or *structure* used for a *general office use*, *public works yard*, or *warehouse* shall not be permitted.

iii. The *use* of legally existing *buildings* and *structures* by new *accessory uses*.

7.13.2 Permitted Expansion of Legal Buildings and Structures

The existing *lot coverage* on the day of the passage of this by-law, for all existing *buildings* or *structures* and existing *accessory buildings or structures*, may be increased by a maximum of 10% subject to regulations of this section and section 5.

7.13.3 Maximum Height

10 metres except for *agricultural buildings*

7.13.4 Minimum Yards

Front Yard and *Flankage* - 9 m
Side Yard - 2.4 m
Rear Yard - 7.5 m

(Performance zones relocated by 2012-001 and 2013-065)

General Urban Zone

7.6 General Urban (GU) Zone Regulations

7.6.1 Uses Permitted

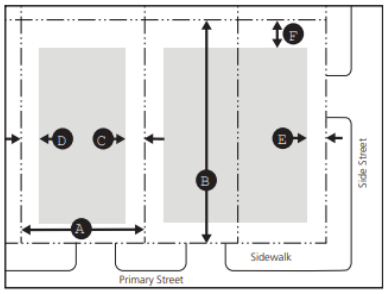
See Section 6.

7.6.2 Building Types Permitted and Related Standard

Building Type	Minimum Lot Frontage (A)	Minimum Lot Depth (B)	Minimum Interior Side Yard Setback One Side (C)	Min. Interior Side Yard Setback Opposite Side (D)	Minimum Flankage Setback	Minimum Rear Yard Setback
A *single detached dwelling street* access attached *private garage*	8.5 m	22 m	1.2 m	0.6 m	2 m	7 m[1]
A *single detached dwelling street* access detached *private garage or parking pad*	8.5 m	22 m	3 m	0.6 m	2 m	7 m[1]
A *single detached dwelling* attached rear *private garage* accessed from the front or side	9 m	26 m	3 m	0.6 m	2 m	0.3 m
A *single-detached dwelling* with *lane access*	8 m	17 m	1.2 m	0.6 m	2 m	0.75 m
Semi- detached dwelling unit street access attached *private garage*	5.5 m / unit	22 m	0.9 m	0.0 m	2 m	7 m
Semi- detached dwelling unit street access detached *private garage* or attached rear *private garage* accessed from front or side	5.5 m / unit	26 m	3 m	0.0 m	2 m	0.3 m

7.6.2 Building Types Permitted and Related Standard						
Building Type	**Minimum Lot Frontage** Ⓐ	**Minimum Lot Depth** Ⓑ	**Minimum Interior Side Yard Setback One Side** Ⓒ	**Min. Interior Side Yard Setback Opposite Side** Ⓓ	**Minimum Flankage Setback** Ⓔ	**Minimum Rear Yard Setback** Ⓕ
Semi-detached dwelling unit with *lane* access	5.5 m / unit	17 m	0.9 m	0.0 m	2 m	0.75 m
Triplex or *duplex*	7 m	23 m	1.5 m	1.5 m	2 m	0.75 m
Townhouse dwelling unit street access *private garage*	4.9 m / unit	23 m	Interior Unit 0.0 m Exterior Unit 1.2 m	Interior Unit 0.0 m Exterior Unit 1.2 m	2 m	6 m
Townhouse dwelling unit with *lane* access	5.5 m / unit	17 m	Interior Unit 0.0 m Exterior Unit 1.2 m	Interior Unit 0.0 m Exterior Unit 1.2 m	2 m	0.75 m
townhouse dwelling unit back to back	5.5 m / unit	12 m	Interior Unit 0.0 m Exterior Unit 1.2 m	Interior Unit 0.0 m Exterior Unit 1.2 m	2 m	0.0 m

[1] The minimum *rear yard setback* may be reduced to 3.0 m for a one *storey* addition for a maximum of 45% of the dwelling width measured at the rear of the *main building*. The one *storey* addition shall have a maximum vertical distance of 4.0 m measured between the finished floor level of the *first storey* and the highest point of the roof of the one *storey* addition. *(2022-007)*



The grey represents potential building area. The internal dashed line represents the maximum yard.

7.6.3 Front Yard Types Permitted - Minimum Setback

Common Yard - 2.5 m
Porch Yard - 2.5 m
Inset Porch Yard - 2.5 m

7.6.4 Permitted Yard Encroachments

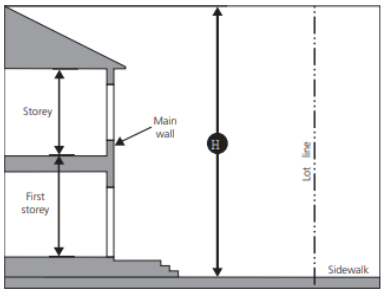
See Section 4.21

7.6.5 Maximum Height

H 3 *storeys*

7.6.6 Parking

See Section 5



Height is measured to the tallest point of a building.

7.6.7 Accessory Buildings and Structures	
See the following sections with respect to standards for:	
Accessory buildings and *structures* other than *private garages* and walkways	See Section 4.14
Detached *private garages* accessed by a *driveway* from a *street*	See Section 4.15
Detached *private garages* accessed by a *lane*	See Section 4.16
Attached *private garages* accessed by a *lane*	See Section 4.17
Attached *private garages* accessed by a *street*	See Section 4.18
Standards for *parking pads*	See Section 4.19
Enclosed and roofed walkways	See Section 4.20

7.6.8 Minimum Landscape Area

Minimum *landscape area* - 10 %

7.6.9 Performance Zone Categories – General Urban (GU) Zone

7.6.9.1 General Urban Performance (GU-1) Zone 1

The regulations of the GU *Zone* shall apply in the General Urban Performance (GU-1) *Zone* 1, however, in addition an elementary *public school* shall be a permitted use subject to the regulations of the Institutional (I) *Zone*.

7.6.9.2 General Urban Performance (GU-2) Zone 2

The permitted *uses*, *buildings* and regulations of the GU *Zone* shall apply in the General Urban Performance (GU-2) *Zone* 2, however, notwithstanding the provisions of Section 5.1.3, Location of *Parking Spaces*, the required *parking spaces* for any *use* may be located on the *lot* on which the *use* is located, and/or on one half of the *street* abutting the *lot* where the on-street parking is permitted.

7.6.9.3 General Urban Performance (GU-3) Zone 3

The permitted *uses*, *buildings* and regulations of the GU *Zone* shall apply in the General Urban Performance (GU-3) *Zone* 3, however, notwithstanding the provisions of Sections 4.15.2 and 4.16.3, Maximum *Height* for *Private Garages*, the maximum *height* if the *lot frontage* is 9 metres or more, for a roof, other than a flat roof, shall be 9 metres.

Natural Heritage System Zone

7.14 Natural Heritage System (NHS) Zone Regulations

(2012-001)

7.14.1 Permitted Uses

i. The *uses* as permitted in Section 4.3.1;

ii. *Infrastructure* located within one of:

a. A *public street*; or,

b. A future *public street* for which an Environmental Assessment has been completed or a Planning Act approval has been received.

iii. The *use* of legally existing *buildings* and *structures* by new *accessory uses*.

OMB Appeals

7.14.1(ii) Appeal seeks additional permitted locations for infrastructure. Section is otherwise in effect.

PL100041
(2009-189 original passage)

7.14.2 Building Types Permitted

Legally existing *buildings* and *structures*.

7.14.3 Parking Standards

See Section 5

7.14.4 Performance Zone Categories – Natural Heritage System (NHS) Zone

7.14.4.1 Natural Heritage System Performance (NHS-1) Zone 1

In addition to the *uses* permitted in the Natural Heritage System (NHS) *Zone* in Section 6, *stormwater management facilities* and *accessory uses, accessory buildings* and *accessory structures* shall be permitted in the Natural Heritage Performance (NHS-1) *Zone* 1.

7.14.4.2 Natural Heritage System Performance (NHS-2) Zone 2

In addition to the *uses* permitted in the Natural Heritage System (NHS) *Zone* in Section 6, a private *driveway* with a maximum width of 6 m shall be permitted in the Natural Heritage Performance (NHS-2) *Zone* 2.

7.14.4.3 Natural Heritage System Performance (NHS-3) Zone 3

In addition to the *uses* permitted in the Natural Heritage System (NHS) Zone in Section 6, the legally existing *buildings* and *structures* in the Natural Heritage Performance (NHS-3) *Zone* 3 may be used, in addition to any legally existing *uses*, for institutional *uses* including an *art gallery* and *art school*.

4.21 Encroachments Permitted in Required Yards

Every *yard* shall be open and unobstructed from the ground to the sky by any *structures*, except for:

i. lawful fences, signs, and retaining, noise and ornamental walls;

ii. *driveways* and walks; and,

iii. the encroachments listed in Table 4.21 which are permitted in association with either the main *building*, or an *accessory buildings* or *structures*, subject to compliance with the regulations listed in the columns of the Table 4.21.

Table 4.21 - Permitted Encroachments into Required Yards

	Structure	Yard in which Structure is Permitted	Maximum projection into required yard	Minimum Distance from Lot Line[1]
(a)	Sills, belt courses, cornices, coves, pilasters, eaves, gutters, awnings, canopies or other non-structural architectural features	All	0.6m	n/a
(b)	Fire Escapes	*Rear & Side*	1.5m	0.6m from the *lot line*
(c)	Exterior stairways	*Rear & Side*	1.5m	0.6m from the *lot line*
(d)	*Balconies*	*All*	1.5m	1.5m unless overtop a *porch* in which case the *setbacks* shall be the same *setbacks* as the *setback* for a *porch* under sub-section (e)

Table 4.21 - Permitted Encroachments into Required Yards				
	Structure	**Yard in which Structure is Permitted**	**Maximum projection into required yard**	**Minimum Distance from Lot Line[1]**
(e)	*Uncovered platforms* 0.6 m or greater in *height* measured from surrounding *grade* and *porches*, including a *balcony* on top of a *porch* including vertical supports and a roof above and *landings*. However, any exterior stair required to provide access to an *uncovered platform* or *porch* shall be permitted to encroach into any *required yard*.	*Front*	1.5m	1m from the *front lot line* with exception of any exterior stair which may encroach to within 0.5m of the *front lot line*.
		Rear	2.5m	0.6m from the *rear lot line*
		Interior Side	n/a	0.6m from the *interior side lot line* except: i. where the platform is designed to allow drainage to occur underneath in which case the min. *setback* shall be 0m; and, ii. for *townhouse* and *semi detached* units in which case it may be 0m from an interior common wall
		Flankage	n/a	1m from the *flankage* with the exception of any exterior stair which may encroach to within 0.5m of the *flankage*
(f)	Chimneys and gas fireplace projections and chases (with a maximum width of 1.8m)	*Front & Flankage*	0.6m	1m from the *front lot line* and *flankage*
		All other *yards*	0.6m	0.6m from the *lot line*
(g)	Bay, Box out and Bow Windows with or without foundations with a maximum width of 3m which may be a maximum of three *storeys* in *height* and which may include a door.	*Front & Flankage*	0.6m	1m from the *front lot line* and *flankage*
		All other *yards*	0.6m	0.6m from the *lot line*
(h)	Uncovered stairs below *grade* accessing a *main building*	*Rear*	1.5m	0.6m from the *lot line*
		Side	0m	1.5m
(i)	*Uncovered platforms* less than 0.6m in *height* measured from surrounding *grade*	*Front*	1.5m	1m from the *front lot line* and *flankage*
		Interior Side	n/a	0.6m from the *interior side lot line* except: i. where the platform is designed to allow drainage to occur underneath in which case the minimum *setback* shall be 0m; and, ii. for *townhouse* and *semi detached* units in which case it may be over 0m from an interior common wall
		All other *yards*	n/a	0.6m from the *lot line*
(j)	Unenclosed barrier free ramps	All	n/a	0.6m from the *lot line* unless the ramp is designed to allow drainage to occur underneath in which case the minimum *setback* shall be 0m

Minimum distance from lot line does not apply where minimum building setback is 0 metres.

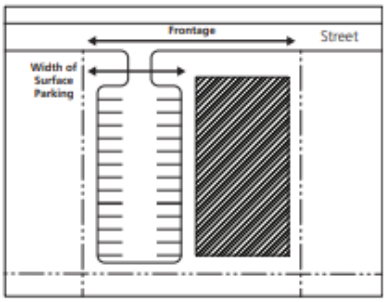
Parking and Loading Regulations

5.1.6 Surface Parking Area Location

Where *surface parking areas* are permitted on *lots* which abut Trafalgar Road, the maximum *lot frontage* or *flankage* on Trafalgar Road occupied by *surface parking area* shall be:

Office building	50%
Mixed use and *apartment buildings*	20%
Commercial buildings	20%
Parking garage	5%
Institutional building	5%
Hotel	5%
Commercial/Residential buildings	5%

This shall be measured as the maximum percentage of *lot frontage* or *flankage* occupied by *surface parking area* where no *building* edge is located within 6 metres of the Trafalgar Road *lot frontage* or *flankage*. The only exception shall be where the By-law permits a greater *front yard* or *flankage setback*, in which case that setback shall apply.



Surface Parking Frontage.

5.1.7 Hardscape Surface Treatment *(2022-007)*

All *parking spaces*, *tandem parking spaces*, *parking pad*, *loading dock*, aisles and *driveways* in any Zone other than a Natural Heritage Zone shall be surface treated with asphalt, concrete, interlocking brick, similar hardscaped surface, or other material sufficient to provide stability, prevent erosion, be usable in all seasons, and allow infiltration of surface water.

Table 5.1A - Parking Requirements For Residential Uses

(4)	*Apartment* - More than 4 storeys	Up to 1.25 *parking spaces* per *dwelling unit*, plus 0.2 *parking spaces* per *dwelling unit* for visitors. Additional *parking spaces* shall not be permitted. In the Trafalgar Urban Core Zone, no *parking spaces* shall be permitted in a *surface parking area*, with the exception of visitor *parking spaces* which may be located underground, in a *parking garage* or in a *surface parking area.*

Table 5.1B - Parking Requirements For Non-Residential Uses		
(4)	*Café*	No *parking spaces* shall be required and a maximum of 1 *parking space* per 20 square metres of *leasable floor area* shall be permitted. In the Trafalgar, Dundas, Neyagawa and Palermo Village North Urban Core *Zones*, no additional *parking spaces* above the minimum shall be permitted, unless such parking is located in a *parking garage* or on-*street*.
(5)	*Club*	1 *parking space* per 30 square metres of *leasable floor area* minimum; and, 1 *parking space* per 20 square metres of *leasable floor area* maximum. In the Trafalgar Urban Core *Zone*, no additional *parking spaces* above the minimum shall be permitted, unless such parking is located in a *parking garage*.
(6)	*Commercial fitness centre*; or, *Place of amusement*	1 *parking space* per 30 square metres of *leasable floor area* minimum; and, 1 *parking space* per 20 square metres of *leasable floor area* maximum. In the Trafalgar Urban Core *Zone*, no additional *parking spaces* above the minimum shall be permitted, unless such parking is located in a *parking garage*.
(7)	*Commercial residential -combined* (mixed use)	The applicable regulations for *non-residential uses* apply to the non-residential *floor area*, while the applicable residential regulations apply to the *dwelling units*.
(8)	*Commercial residential -connected* (live-work)	Residential Component: 1 *parking space* minimum and 2 *parking spaces* maximum per *dwelling unit* which may be provided in tandem; and, *Commercial* Component: i) up to 90 square metres - 2 *parking spaces* ii) over 90 square metres - the applicable regulations for non-residential *uses* apply to the non-residential *floor area*
(9)	*Commercial school*	1 *parking space* per 30 square metres of *leasable floor area* minimum; and, 1 *parking space* per 20 square metres of *leasable floor area* maximum. In the Trafalgar Urban Core *Zone*, no additional *parking spaces* above the minimum shall be permitted, unless such parking is located in a *parking garage*.
(10)	*Commercial self storage*	1 *parking space* per 650 square metres of *leasable floor area* minimum.

Section 3.0

Definitions

"stormwater management facility" means an end-of-pipe, managed detention or retention basin, which may include a permanent pool, designed to temporarily store and treat collected stormwater runoff and release it at a controlled rate or direct it for an intended reuse. *(2012-001)*

APPENDIX H –
CONDITIONS OF DRAFT PLAN APPROVAL

Town File No.'s: 24T-25002/1323
Draft Plan Dated March 3, 2026
Signed on December 17, 2024 and July 7, 2025

TOWN OF OAKVILLE CONDITIONS FOR FINAL APPROVAL AND FOR THE REGISTRATION OF THE DRAFT PLAN OF SUBDIVISION BY Argo Lions Valley Limited

This approval applies to the draft plan of subdivision (24T-25002/1323) prepared by Glen Schnarr &Associates Inc. dated March 3, 2026 illustrating 23 blocks and 35 lots. The conditions applying to the approval of the final plan for registration are as follows:

	CONDITIONS TO BE MET PRIOR TO PRE-GRADING OR PRE-SERVICING	***CLEARANCE AGENCY***
1.	That the Owner agrees to redline revise/update the draft plan, as necessary, to address the conditions to the satisfaction of Conservation Halton, Region of Halton, and the Town of Oakville.	OAK (PS, EP,DS,POS) CH RMH (LPS)
2.	That the Owner shall carry out at minimum, a stage 1 **archaeological assessment** of the subject property, as well as any subsequent assessments as recommended, to be prepared by a qualified archaeology professional. If recommended, the owner must mitigate/salvage/excavate any significant resources to the satisfaction of the Ministry of Citizenship and Multiculturalism and the Town of Oakville. No grading or other soil disturbance shall take place on the subject property prior to the receipt of the archaeological assessments and their associated letters of acknowledgement from the Ministry of Citizenship and Multiculturalism to the Town of Oakville. Study areas cleared of archaeological potential through archaeological assessments may proceed with grading and/or soil disturbance once the archaeological assessments and associated Letters of Acknowledgement from the Ministry of Citizenship and Multiculturalism have been reviewed and approved by Town staff. Maps indicating areas of cleared study areas are to be provided through the archaeological assessment(s) and areas under continued archaeological assessment need to be fenced off from the rest of the property if work is undertaken on cleared study areas.	MCM OAK (PS)
3.	That the Owner shall have an **Environmental Audit** undertaken by a qualified professional engineer to ensure that the land is suitable for the proposed use. If in the opinion of the professional engineer, the Environmental Audit indicates the land may not be suitable for the proposed uses, the engineer must so advise the Town of Oakville. The Owner undertakes to do further investigative studies and to do all work required to make the lands suitable for the proposed use and any land to be conveyed to the Town including roads, stormwater management facilities, parks and the natural heritage system.	OAK (DS)(PS)
4.	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)
5.	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)
6.	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)

7.	That the owner shall prepare and implement a **tree preservation plan**, 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)
8.	That the Owner shall not install any municipal services on the site until the Owner has received all relevant ECAs issued under CLI ECA # 314-S701 and entered into a **Pre-Servicing Agreement** or Subdivision Agreement with the Town. Pre-servicing may occur in accordance with the Town's pre-servicing process.	OAK (DS, EP, POS)
9.	The Owner and/or their engineering consultants, shall arrange and hold a pre-construction meeting with Development Services and the contractor to review and discuss mitigation measures for all construction related impacts, including mud tracking, dust suppression, truck routes and contractor/trades parking, material storage, stockpile location, working hours, noise mitigation, etc, prior to the commencement of topsoil stripping and earthworks. Prior to the Earthworks Pre-construction Meeting, a Site Alteration Permit from the Town must be secured by the Owner and perimeter erosion and sediment control measures must be installed. A second pre-construction meeting is also required prior to the commencement of any servicing works. Prior to the Servicing Pre-construction Meeting, a complete set of approved Engineering Plans is required, including the Traffic Management Plan and Composite Utility Plan.	OAK (DS, TE, PS, EP)
10.	That the Owner implements the approved Addendum #1 to the Final Graydon Banning and Martillac Estates EIR/FSS, to the satisfaction of Conservation Halton and Town of Oakville.	OAK (EP) CH
11.	That the Owner submits grading plans for all lots and blocks that back onto the natural heritage system (including CH regulated area), watercourse, stormwater management block to the satisfaction of Conservation Halton and the Town of Oakville.	OAK (EP, DS) CH
12.	That the Owner prepares and implements a report outlining erosion and siltation controls measures required prior to and during the construction of the subdivision to the satisfaction of Conservation Halton (for regulated areas) and Town of Oakville. A separate sediment and erosion control plan will be required for the following three phases of construction: a) earthworks b) servicing c) home construction.	OAK (EP, DS) CH
13.	That the Owner erects a suitable **temporary barrier to work fence** prior to and during construction or regrading along the rear of blocks adjacent to the *(natural heritage system / watercourse block and associated buffer blocks, including Conservation Halton regulated areas)* stormwater management block and associated buffer blocks.	OAK (EP) CH
14.	That the Owner submits the required **monitoring plans** and **completes baseline monitoring** in accordance with the approved Addendum #1 to the Final Graydon Banning and Martillac Estates EIR/FSS to the satisfaction of Conservation Halton and Town of Oakville prior to any site alteration.	OAK (EP) CH
15.	That the Owner obtains a Permit from Conservation Halton, pursuant to the **Conservation Authorities Act and Ontario Regulation 41/24**, for any site alteration within the regulated area associated with pre-grading or pre-servicing.	CH
16.	That the Owner agrees to design the trails plan in accordance with the North Oakville Trails Plan and the EIR/FSS to the satisfaction of the Town.	OAK (DS, POS, EP) CH
17.	That the Owner obtain consent from adjacent landowners that grading and transitional works will be permitted on adjacent land owner's properties prior to pre-grading. This includes Region owned lands.	OAK (DS) RMH(LPS)

18.	That the Owner acknowledges that Blocks 51 and 42, and Lot 1 shall be subject to a Zoning Hold until the ultimate extension of the north leg of Street A to Harasym Trail has been: i. constructed to a minimum base coarse asphalt; ii. conveyed to the Town of Oakville; and, iii. either dedicated as a public highway on a plan of subdivision or subject to a by-law dedicating the lands as a public highway.	OAK (DS, PS)
19.	Grading and servicing design of Street A and the extension of Harasym Trail is to be coordinated with the Martillac and Graydon Banning subdivision developments. These designs should be consistent prior to the commencement of pre-grading.	OAK (DS)
20.	The Owner acknowledges water balance through the use of treatment train (including source controls) and best management practices is to be achieved as per the Town of Oakville's CLI-ECA agreement with the province. All opportunities shall be explored through detailed design.	OAK (DS)
21.	The Owner shall complete the final design for Harasym Trail and acknowledges the responsibility for the construction of final Harasym Trail including municipal services.	OAK (DS)
22.	That the Owner prepares a Clean Water Outfall Monitoring Plan to the satisfaction of the Town and CH, including post-construction monitoring of erosion within the valley.	OAK (DS, EP)
23.	That if the north leg of Steet A is not extended to Harasym Trail, the owner construct and maintain a temporary access through Block 42, to the satisfaction of the Town of Oakville.	OAK (PS, DS)
24.	The final geometric design of Storm Water Management Pond 5A is to completed at detailed design and prior to pregrading and preservicing. This includes design of the maintenance access road around the pond.	OAK (DS)
25.	The final design of the clean water outfall is to be completed prior to pre-servicing. This design is to be coordinated with Town staff to ensure maintenance suitability.	OAK (DS)
26.	The Owner is to ensure that the final drainage design of the subdivision directs runoff from the rears of lots 1 – 21 to Pond 5A to the maximum extent possible and to the satisfaction of the Town.	OAK (DS)
27.	That, prior to pre-grading or pre-servicing, and prior to first engineering submission, the Owner submits an updated substantially complete **Environmental Implementation Report and Functional Servicing Study (EIR/FSS)** to address all comments from the Town of Oakville and Conservation Halton to the satisfaction of the Town of Oakville and Conservation Halton.	OAK (DS) CH
28.	That the Owner design services for Martilac Block 25 and 28 as well as the residential reserve Block 51 on the subject lands prior to pre-servicing.	OAK (DS)
29.	The Owner shall convey to the Town, or as otherwise directed by the Town, a dedicated block within the Plan of Subdivision for the purpose of accommodating an Oakville Hydro switchgear and associated utility easement that supports the subdivision if necessary. The location and size of the block shall be to the satisfaction of the Town and Oakville Hydro. The required block may be located adjacent to a neighbourhood park; however, the block shall not be included as part of, nor counted toward, the required parkland dedication. The Owner shall under take a Plan of Subdivision redline revision if necessary to accommodate the block for the Oakville Hydro switchgear.	OAK (DS, PS, POS, UD)
30.	That the Owner acknowledges no conflict with existing pole mounted or above-grade Hydro infrastructure and proposed future buildings.	OH
	CONDITIONS TO BE MET PRIOR TO MARKETING AND SALES	

31.	That the Owner finalize and submit for approval a revised **Urban Design Brief**. That the Owner agrees to implement the Town approved **Urban Design Brief** to the satisfaction of the Town.	OAK (PS)
32.	The Owner shall submit elevation drawings (all facades), typical floor plans (all levels) including garage floor plan showing vehicle space and storage areas and typical lotting plans for all models on lots not subject to Site Plan Approval to Planning and Development Urban Design staff for review and approval. Upon acceptance, these drawings shall be added as an Appendix to the Urban Design Brief. The Owner agrees that compliance with this condition is required prior to the Owner marketing or selling any such units.	OAK (PS)
33.	That the Owner shall select a **control architect** who shall ensure all development which is exempt from Site Plan Approval process, proceeds in accordance with the Town-approved Urban Design Brief. The Owner shall submit a letter to the Town from the selected control architect acknowledging the following: i. a control architect has been retained for this subdivision and does not have any perceived or real pecuniary interests or conflicts with performing the required duties; ii. the control architect acknowledges the final Urban Design Brief prepared for this subdivision and agrees to implement the same; iii. the control architect is responsible for ensuring the Town-approved models, as appended to the Urban Design Brief, will be sited in accordance with the Urban Design Brief direction; iv. the control architect will ensure that any sold units meet the design direction and criteria of the Town-approved Urban Design Brief, prior to submitting for building permit review; and, v. the control architect will discuss with Town staff any identified issues; and vi. the control architect will submit stamped/signed drawings with the building permit application in accordance with the foregoing.	OAK (PS)
	CONDITIONS TO BE MET PRIOR TO INITIATING SALES PROGRAMME **NEIGHBOURHOOD INFORMATION MAPPING**	
34.	The developer shall prepare a preliminary neighbourhood information map for the subdivision, to the satisfaction of the Town's Director of Planning and Development. The Map is to be posted in a prominent location in each sales office from where homes in the subdivision are being sold and included within the individual purchase and sale agreements. The Map shall include the location and type of parks, open space / valleyland and walkways, a general description of their proposed facilities as well as the following information: a) All approved street names, b) The proposed land uses within the subdivision based on the draft approved plan, c) The immediately surrounding existing and proposed land uses and potential building heights, d) For any DUC or mixed use blocks include the min/max heights permitted within the Zoning By-law including any development file numbers if applications for these blocks are under review, e) Where applicable, a statement indicating that place of worship and school sites may be used for residential uses if they are not acquired for their original purpose within the time period specified in the subdivision agreement, f) Those lots or blocks that have existing and potential environmental noise constraints based on the noise feasibility study. Include all relevant warning clauses on the map,	OAK (PS)

g) The approximate locations of noise attenuation walls and berms,

h) The approximate locations and types of other fencing within the subdivision,

i) Where parks and open space, stormwater management facilities and walkway / vista blocks / servicing blocks are located,

j) The types and locations of village squares, parks, valley lands and other open space (i.e., passive or active) and a general description of their proposed facilities and anticipated level of maintenance,

k) The locations of all anticipated Canada Post Community Mailboxes,

l) The anticipated Transit routes through the subdivision,

m) Garage Floor Plan for each unit type offered showing typical vehicle type accommodation, waste and yard care storage, and bicycle storage.

n) The following standard notes:

1. "This map, and the following list, is intended to provide potential home buyers with general information about the neighbourhood and the surrounding area. If you have specific questions, you are encouraged to call the Town's Planning Department during normal business hours which are 8:30 am to 4:30 pm, Monday to Friday."

2. "Please Note: this map is based on information available on _____ (month/year) and may be revised without notice to purchasers."

3. "The map shows that there will be several types of proposed and potential housing and building heights in the subdivision."

4. "Sites shown on the map for future schools, townhouses, parks, shopping etc. could have driveways anywhere along their street frontage."

5. "Some streets in this subdivision will be extended in the future and temporary access roads may be closed."

6. "There may be catch basins or utilities easements located on some lots in this subdivision."

7. "Some lots and blocks will be affected by noise from adjacent roads, and warnings will apply to purchasers."

8. "Some dwelling units are in proximity to commercial, institutional and/or school uses from which activities may at times be audible. The map shows that some of the lots affected by noise will be fitted with noise barriers and some of the homes will be provided with central air conditioning to allow bedroom windows to be closed if necessary due to the noise."

9. "Village Square (Parkette) Block(s) ___ will be developed as passive park(s) and may contain play equipment, walkways, lighting, landscaping and free-play areas. Residents close to Block(s) ___ may be disturbed by noise and lighting from the park. For detailed information pertaining to the park or open space issues, please contact

		the Town's Parks and Open Space Department 905.845.6601” 10. “Natural Heritage System, valleys, woodlots and stormwater management ponds in this subdivision will be left in a natural condition with minimal maintenance and no grass cutting, only periodic removal of debris. Residents adjacent to these blocks are requested to limit the use of pesticides and fertilizers to reduce adverse effects on the NHS, and to not remove or replace vegetation in the NHS or stormwater management ponds.” 11. “Community mailboxes will be directly beside some lots.” 12. “Purchasers are advised that the final location of walkways in Blocks _____ may change without notice.” 13. “School sites in this subdivision may eventually be converted to residential uses.” 14. “Most streets contain on-street parking, and may be available for overnight parking, subject to parking permits.” 15. “The completion of some dwellings in this subdivision may be delayed until after the completion of exterior finishes on the adjacent buildings.” 16. “There may be Transit bus routes on some streets within this subdivision with stops beside some homes. Oakville Transit reserves the right to introduce transit services and facilities such as bus stops, shelters, pads and associated amenities on any municipal rights-of-way to provide effective service coverage.” 17. “Boulevard trees will be planted according to Town standards and a tree will not necessarily be located in front of every home. Purchasers are further advised that home builders are not permitted to charge a purchaser separately for the cost of trees, sodding, fencing and paving of the driveway apron. The Town will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance.” 18. “The design of features on public lands may change. Builders' sales brochures may depict these features, however, the Town has no control over builders' sales brochures.” 19. “Gates are not permitted in fences when lots abut the Natural Heritage System, a trail, valleyland, active park, woodlot or stormwater management pond.” 20. “The Town's Zoning By-law regulates the width of driveways. Please do not have your driveway widened before inquiring about the permitted driveway width for your lot.” 21. “Not all vehicle types can be accommodated on the proposed lots whether on the driveway or within a garage area. Check with your builder regarding the particular situation for the model and lot you intend to purchase.” 22. “Driveway entrance widenings or modifications on private or public lands beyond what was approved as part of the subdivision design will not be permitted. Property Owners must take note of the available parking space on their approved driveway and within the garage and purchase homes with knowledge that additional space for more personal / family vehicles may be limited or unavailable.”	

	23. "This community is subject to Architectural Control. Models available for sale have to be pre-approved by the Control Architect and certain models may not be available for some of the lots. Check with your builder regarding the particular situation for the model and lot you intend to purchase." 24. "Halton Region is responsible for household garbage, recycling and green bin collection. For further information, please call 311 or visit Halton.ca" 25. "For further general information on proposed and existing land use, please call the Town's Planning and Development Department 905.845.6601." 26. "For detailed grading and berming information, please call the Town's Transportation and Engineering Department 905.845.6601" The developer shall ensure that each builder selling homes within the subdivision: a) provides prospective purchasers with a "Notice to New Home Purchasers" from the Town in the prescribed format that includes all of the notes required on the neighbourhood information maps, and, attaches a copy of the most up-to-date neighbourhood information map to each offer of purchase and sale agreement.	
	CONDITIONS TO BE MET PRIOR TO FINAL APPROVAL / REGISTRATION	
35.	That the Owner obtains a Permit from Conservation Halton pursuant to **the *Conservation Authorities Act* and Ontario Regulation 41/24**, for any development or site alteration within the regulated area including, but not necessarily limited to, placement or excavation of fill, grading, stormwater outfalls, and watercourse alterations or realignments.	CH
36.	That the Owner agrees to **phase the development** of the subject lands to the satisfaction of Conservation Halton and the Town of Oakville if necessary.	OAK (PS, EP,DS,POS) CH
37.	That the Owner revises/updates the Addendum #1, Final Graydon Banning and Martillac Estates EIR/FSS to reflect all comments from the Town of Oakville, Conservation Halton and Regional Municipality of Halton and agrees to implement all final recommendations contained within the approved Addendum #1 to the Final Graydon Banning and Martillac Estates EIR/FSS to the satisfaction of the Town of Oakville, Regional Municipality of Halton and Conservation Halton.	OAK (PS, EP,DS,POS) CH RMH (LPS)
38.	That the Owner shall coordinate with the adjacent Land Owners to construct the intersection and road connection for the north leg of Street A to Harasym Trail or the Owner shall provide a temporary access over Block 42 and a dead end barricade at the west limit of the north leg of Street A and Street B intersection until such time that Street A is connected to Harasym Trail.	OAK (DS, PS)
39.	The Owner constructs and certifies the Low Impact Development (LID) measures in accordance with the Town approved LIDs locations, type and detailed designs to the satisfaction of the Town of Oakville prior to registration. Certification must include inspection by a qualified person and as-constructed drawings. Certification may occur before the LID catchment is stabilized and before LID is on-line. Any adjustments to LIDs completed post-certification must be completed to the satisfaction of the Town.	OAK (DS)
40.	The Owner prepares a Low Impact Development (LID) Monitoring Plan to the satisfaction of the Town including the evaluation of the functional performance.	OAK (DS)

41.	That the Owner prepares and submits a Final Functional Servicing Report and Stormwater Management Plan in accordance with the approved Environmental Implementation Report and Functional Servicing Study (EIR/FSS) to the satisfaction of Conservation Halton and the Town of Oakville.	OAK (PS, EP, DS) CH
42.	That the Owner ensures that the stormwater management pond and stormwater outfall to service the subject lands are designed, constructed, stabilized, operational in accordance with Town-approved engineering drawings, approved EIR / FSS, approved Stormwater Management Plan, MECP Environmental Compliance Approval (ECA), and Conservation Halton permits to the satisfaction of the Town of Oakville and Conservation Halton. The Owner is responsible for planting all required vegetation within 12 months of draft plan registration.	OAK (POS, EP, DS) CH
43.	That the Owner agrees to design the **cycling and trails plans** in accordance with the North Oakville Trails Plan and the EIR/FSS and are to be approved by Parks and Open Space.	OAK (POS, EP, DS, T)
44.	That the Owner shall provide confirmation to the satisfaction of the Town's Finance Department that **all outstanding property taxes** and outstanding debts have been paid prior to plan registration.	OAK (F)
45.	That the Owner shall provide the Town with a **letter from the Trustee** confirming that the Owner is in compliance with the Cost Sharing Agreement and s.4.7 of the North Oakville East Master Parkland Agreement prior to the release for registration of each phase of the plan of subdivision.	OAK (PS)
46.	That the Owner enter into a standard form **subdivision agreement** to the satisfaction of the Town to address all matters related to the financial and construction obligations and build out of the subdivision, including but not limited to, development charge reimbursements, works to be completed on behalf of the Town, subdivision assumption and maintenance and monitoring of stormwater management facilities, homeowner warning clauses, etc.	OAK (PS, DS, EP)
47.	That the Owner shall provide a **certificate 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 (PS,DS)
48.	That the Owner prepares and submits a **Functional Servicing Report and Stormwater Management Plan** prior to pre-servicing in accordance with the approved Addendum #1 to the Final Graydon Banning and Martillac Estates EIR/FSS to the satisfaction of Conservation Halton and the Town of Oakville.	OAK (PS, EP,DS) CH
49.	That the owner provide the required analysis to demonstrate that the hydraulic grade line has been appropriately considered in the design of any units with reverse slope driveways, to the satisfaction of the Town.	OAK (DS)
50.	That the Owner shall provide a **construction phasing and sequencing plan** to the satisfaction of the Town (and Region where applicable) for the purpose of ensuring an appropriate sequence of development from initial construction to assumption and which reflects all applicable studies including the EIR/FSS, Stormwater Management Plan, Functional Servicing Report, and Transit Facilities Plan. The Phasing Plan should identify how transit service will operate within the plan, including provisions for safe pedestrian access to designated bus stop locations, such that: • a contiguous transit service area will be maintained that does not result in lengthy transit routes or "leapfrogging" • interim and/or permanent transit streets are to be built first • the Owner is encouraged to construct housing on transit streets first, where practicable • roadways to be upgraded where required to accommodate transit vehicles during initial or interim phases	OAK (DS, TE, EP, T) RMH (LPS)

	• permanent or temporary pedestrian facilities to be constructed early and maintained during development for access and routing to bus stop locations. Where mutually agreed upon between the Owner and the Town, a contribution may be made by the Owner to the Town's early implementation initiative relating to Transit service delivery.	
51.	That the owner shall submit a roadway plan for the subdivision showing the following information to the satisfaction of the Town's Transportation and Engineering Department: • Right-of-way widths and on-street parking spaces with respect to the location of the driveways. A summary table to provide total number of parking spaces provided in the subdivision. • Active Transportation Plan of the subdivision showing trails, sidewalks, and pedestrian crossing locations in accordance with Active Transportation Master Plan for Transportation Planning staff review and approval. • Transit Plan of the subdivision showing transit services and facilities such as bus stops, shelters, pads and associated amenities on municipal right-of-way for Oakville Transit staff review and approval. • A Traffic Management Plan showing temporary signage and pavement marking plan during construction period for vehicular traffic, pedestrian, parking, municipal services and emergency services for staff review and approval	OAK (TE)
52.	That the owner prepare and agree to **implement the following studies** to the satisfaction of the Town (and the Regional Municipality of Halton where applicable): • Traffic Impact Study including any required updates • Traffic and Parking Management Plan • Transit Facilities Plan • Street Signage and Pavement Marking Plan • Functional Design Study • Composite Utility Plan • Construction Management Plan • Noise Impact Study • Erosion, Sediment, Dust Mitigation Plan	OAK (DS,TE, T) RMH(LPS)
53.	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.	OAK (DS) RMH (LPS)
54.	That prior to registration the Owner shall submit to the Town of Oakville Planning and Development Department digital copies of the final draft plan of subdivision along with the applicable Land Registry Office PX Number (or form) for sign-off. Upon acceptance, the town will forward these materials to the Region of Halton for final sign-off.	OAK (DS) RMH (LPS)
55.	That the Owner **provides digital copies of the registered plan of subdivision** including all approved natural hazard delineations (e.g., wetland boundaries, stable top of bank, flood plain, meander belt, shoreline flooding limits, dynamic beaches and karst features) to Conservation Halton, prior to registration of the plan. Digital data should be delivered in one of the following formats: a) ESRI geodatabasev10.x (or newer) feature classes b) ESRI shape file format. c) AutoCAD DWG or DXF Format, version 2019 or earlier If the Project Consultant uses ESRI products to produce maps, the matching .mxd will be provided that corresponds to the map figure. Digital data will be provided in UTM NAD 83 Zone 17 NAD 83 datum. Data referencing elevations (e.g., floodplains) shall be referenced to appropriate vertical benchmarks. The datum must be specified as one of Canadian Geodetic Vertical Datum of 1928 (CGVD28) with 1978 adjustment, or Canadian Geodetic Vertical Datum of 2013 (CGVD2013). Vertical datums must be clearly identified in the survey documentation. Flood plain models used in the delineation of flood hazards must be	CH

	provided to Conservation Halton and referenced to the above mapping standards.	
56.	That the Owner designs, constructs, stabilizes and has in operation all **stormwater management facilities** and stormwater outfalls, or appropriate alternative measures, in accordance with the approved Stormwater Management Plan to the satisfaction of the Conservation Halton and the Town of Oakville.	OAK (EP, DS) CH
57.	That the Owner shall **install information signs**, not less than 2 metres by 3 metres, on all Natural Heritage blocks clearly advising of the future use and function of these blocks and the facilities / amenities to be constructed within the Natural Heritage System prior to registration. The Owner agrees to install signs on all frontages of the Natural Heritage at locations to be determined by the Town. The Owners is to maintain these signs in good, readable condition until such time as the land is developed.	OAK (POS, DS)
58.	That the Owner shall provide the Town, together with the final plan, a list of **lot and block widths, depths and areas** prepared by an Ontario Land Surveyor, to ensure all lot and blocks meet or exceed the minimum requirements of the approved Zoning By-law. The Owner shall agree to revise the draft plan as required in order to comply with all provisions of the approved Zoning By-law.	OAK (Z)
59.	That all **public streets** within the subdivision be named to the satisfaction of the Transportation and Engineering Department and in accordance with **Street Names for Public Roads** procedure.	OAK (TE)
60.	That prior to registration of the plan, the Owner's surveyor shall submit to the Town **horizontal co-ordinates of all boundary monuments**. These co-ordinates are to be based on 6 degree UTM Projection, NAD83 Datum. Exemptions and alternatives to this can only be granted by the Planning and Development Department.	OAK (DS)
61.	That the Owner address any outstanding issues relating to future development or site alteration within a regulated area (pursuant to **Ontario Regulation 162/06**) including, but not limited to, dumping of fill, grading, stormwater outfalls, and watercourse crossings, to the satisfaction of Conservation Halton.	CH
62.	That the Owner pays any **outstanding review fees** to Conservation Halton, if it is determined that a balance is outstanding. Conservation Halton reserves the right to adjust the fees owing based on the current plan review schedule, if time has lapsed since the initial application.	CH
63.	That the Owner submits the **final clearance fee** to Conservation Halton, prior to registration of the draft plan. If the development is phased, each phase will require a separate clearance fee.	CH
64.	The Owner shall enter into a development agreement associated with 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, the provision of roads and the installation of water and sanitary sewer services, utilities and drainage works.	RMH (LPS)
65.	That the Owner shall prepare a **detailed engineering submission** to be submitted to the Region's Development Project Manager for review and approval prior to the preparation of the Regional development agreement associated with a subdivision agreement.	RMH (LPS)
66.	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)
67.	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)
68.	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	RMH (LPS)

	facilities and associated infrastructure relating to both water and wastewater are in place.	
69.	That temporary easements be provided for watermain looping that are internal and/or external to the site that are not located in an existing road right-of-way and that these easements be dedicated to the Region of Halton for the purpose of watermain protection; these easements shall be dedicated with clear title (free & clear of encumbrances) and a certificate of Title shall be provided, in a form satisfactory to the Director of Legal Services and Corporate Counsel.	RMH (LPS)
70.	The Owner agrees to provide and install individual pressure reducing valves (PRV), where required, at the residential units within the subdivision to meet the requirements of the Ontario Building Code to the satisfaction of the Region's Development Project Manager.	RMH (LPS)
71.	That the owner agrees that warning clauses shall be included in a registered portion of the Regional Development Agreement associated with a subdivision agreement, and in subsequent offers of purchase and sale on all units within this development and, registered on title regarding potential high water pressures within the subdivision.	RMH (LPS)
72.	That the Owner is required to submit a revised Functional Servicing Study outlining in detail the proposed servicing of this property that includes water modelling and that addresses secondary watermain connections, flows, pressures and dead-end watermains to Halton Region's Development Project Manager, Regional Planning and Public Works Department for review and approval.	RMH (LPS)
73.	That the owner agrees that warning clauses shall be included in a registered portion of the Regional Subdivision Agreement, and in subsequent offers of purchase and sale on all units within this development and, registered on title regarding potential water pressures changes within the subdivision resulting from the realignment of the Region's water pressure zones from the existing zone condition to the interim and ultimate zone pressure conditions.	RMH (LPS)
74.	That the Owner is required to submit a revised Functional Servicing Study that includes water modelling for both the interim and ultimate water pressure conditions for the Region's zone realignment that demonstrates the impact these changes will have on the development.	RMH (LPS)
75.	The Owner shall agree that pre and post development storm water flows from the site to the existing drainage system on Dundas Street West are maintained both during and after construction, such that there are no adverse impacts to the existing storm drainage system on this roadway, to the satisfaction of Halton Region's Development Project Manager.	RMH (LPS)
76.	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.	RMH (LPS)
77.	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)
78.	The owner/applicant acknowledges and agrees to dedicate a daylight triangle measuring 15 metres along Dundas Street (Regional road and 15m along the future Harasym Trail roadway, based on the ultimate Regional right-of-way requirements, to the Regional Municipality of Halton prior to registration for the purpose of road right-of-way widening and future road improvements.	RMH (LPS)
79.	The owner/applicant shall provide a legal survey (detailing land dedication to verify that the adequate property requirements are met), to the satisfaction of Halton Region.	RMH (LPS)

80.	Prior to registration, all lands to be dedicated to Halton Region shall be dedicated with clear title (free and clear of encumbrances) and a Certificate of title shall be provided, in a form satisfactory to the Director of Legal Services or his/her designate.	RMH (LPS)
81.	That the owner/applicant agrees to implement the recommendations of the final, approved Noise Impact Study required to support the subdivision to the satisfaction of Halton Region. The applicant is responsible for all costs associated with the improvements identified.	RMH (LPS)
82.	An updated detailed Noise Assessment Study should be conducted if any proposed grading information has significantly changed to refine the noise assessment and warning clauses.	RMH (LPS)
83.	The owner/applicant acknowledges and agrees to enter into a Servicing and/or Subdivision Agreement (through the Development Project Manager, Halton Region) prior to registration for the implementation of the required noise mitigation measures and Warning Clauses as identified in the latest approved Noise Feasibility Study.	RMH (LPS)
84.	The owner/applicant shall provide a signed/stamped letter from the development Architect, in conjunction with the Building Permit Application, stating that the recommendations from the approved Noise Feasibility Study will be implemented and have been reflected in the submitted drawings. Halton Region shall receive confirmation of such correspondence.	RMH (LPS)
85.	All updated/amended Warning Clauses must be reviewed and approved by Halton Region and the Town of Oakville. All applicable warning clauses shall be listed in the Town of Oakville Subdivision Agreement and also be inserted in the Agreements of Purchase and Sale or Lease.	OAK (PS) RMH (LPS)
86.	The owner/applicant acknowledges and agrees to implement all road improvements identified in the approved Transportation Impact Study (prepared by CGH dated July 2025) required to support the subdivision to the satisfaction of Halton Region. The applicant is responsible for all costs associated with the improvements identified.	RMH (LPS)
87.	That the owner/applicant agrees that the design of any required Active Transportation connection to Dundas Street (Regional Road 5) will be designed and constructed to the satisfaction of the Region.	RMH (LPS)
88.	The owner/applicant acknowledges and agrees to enter into a Development Agreement associated with a subdivision agreement (through the Development Project Manager, Halton Region) prior to registration for the completion of the works required as identified in the latest approved Transportation Impact Study. Detailed design drawings of the works must be completed to the Region's satisfaction and submitted to Halton Region's Development Project Manager for review and approval. A design based on the specifications outlined in the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (GDGCR) and approved by Road Operations and/or Engineering & Construction must be shown. The detailed design drawings should include the road improvements and all associated design details, including but not limited to: grading & cross-sections, Traffic Signal drawings, the location of intersection street signs (advanced & at-intersection) and intersection pavement markings.	RMH (LPS)
89.	Any proposed private signage, landscaping, etc., for the site must be placed outside of the ultimate Regional right-of-way and daylight triangle (on private property). Per Halton Region's Regional Road Landscaping Guidelines & Specifications (2018), only grasses and/or low lying shrubs are to be planted within the Regional ROW daylight triangles. All plantings must have a mature height that does not exceed 1 metre. Species that deviate from this rule can impact the safety of roadway and sidewalk users at intersections by obstructing sightlines.	RMH (LPS)
90.	That the Owner agrees that **should the development be phased**, a copy of the phasing plan shall be submitted prior to final approval to the Halton District School Board and the Halton Catholic 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 HCDSB
91.	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 **Community Mail Boxes** as required by Canada Post Corporation, prior to registration of the plan.	CP

92.	Prior to registration of the plan, the Owner shall make satisfactory arrangements with Enbridge Gas Inc. (Enbridge Gas) to provide the **necessary easements and/or agreements required by Enbridge Gas** 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
93.	The Owner shall confirm that **sufficient wire-line communication / telecommunication infrastructure** 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)
94.	Prior to final approval, the Owner shall address all the requirements of the Allocation Program including, but not limited to, the signing of any additional agreements, provision of any required payments, and the issuance of a Region of Halton Public Works Commissioner's Notice (PWCN), to the satisfaction of the Region of Halton.	RMH (LPS)
95.	The Owner agrees that until notice from Halton Region's Commissioner of Public Works is given to the Owner that development of these lands is able to proceed by the issuance of a building permit with residential water/wastewater capacity or that units under the Region's Allocation Program will be operational within 12 months, that the Owner shall not seek the issuance of building permits for any development in this phase and: a. Shall not sell or offer for sale any lot or block or any part thereof within this phase if such sale obligates the Owner or permits the purchaser to construct a residential building on such lot or block; and, b. Shall not seek final approval for registration of such lots or blocks or any part thereof.	RMH (LPS)
96.	For the portion of the plan subject to IDUs under the Allocation Program, the Owner agrees that the Region will not execute a subdivision agreement until the following conditions are met, to the satisfaction of the Region: a. The equivalent or sufficient number of Infrastructure Dependent Units (IDUs) are converted to Single Detached Equivalents (SDEs) or has been provided written confirmation that all of the W/WW infrastructure, as referenced in Schedule "G2" will be operational within twelve (12) months of the giving of such Notice and if applicable; and, b. The Region's Commissioner of Public Works has given a written Notice to the Owner that all of the Projects referenced in Schedule "G-1" of the 2023 Allocation Agreement are to be built as part of a plan of subdivision or a servicing agreement with respect to the Owner's lands within twelve (12) months of the giving of such Notice. Note: Consideration will be given at the time of the subdivision agreement execution, should directions be given from the lower-tier municipality.	RMH (LPS)
	CONDITIONS TO BE MET PRIOR TO FINAL APPROVAL/ REGISTRATION **NEIGHBOURHOOD INFORMATION MAPPING**	

97.	The developer shall prepare a final neighbourhood information map, based on the final M-plan, and approved by the Town's Director of Planning and Development, to replace the preliminary neighbourhood information map in all affected sales offices. This map shall contain the following information: a) all of the information required on the preliminary map, b) the locations of all sidewalks and walkways, c) the locations of all rear yard catch basins and utilities easements on private property where applicable, d) the proposed locations of all above ground utilities, where known, e) the proposed locations of all bus stops, f) The proposed locations of all temporary mailboxes. The developer shall ensure that each builder selling homes within the subdivision: a) provides prospective purchasers with a "Notice to New Home Purchasers" from the Town in the prescribed format that includes all of the notes required on the neighbourhood information maps, and, attaches a copy of the most up-to-date neighbourhood information map to each offer of purchase and sale agreement.	OAK(PS)
	CONDITIONS TO BE INSERTED INTO SUBDIVISION AGREEMENT	
98.	The Owner acknowledges that the Town may require **minor revisions** to the draft plan to ensure property alignment with existing or proposed lots, blocks, streets, and/or facilities on lands adjacent to this draft plan.	OAK (PS)
99.	That the Owner agrees to submit a revised **Planning Statistics Spreadsheet** to the satisfaction of Planning and Development based upon the registration of M-Plans.	OAK (PS)
100.	That the Owner acknowledges that any eligible **Development Charge** reimbursements will be in accordance with the Town's Development Charge By-law. The Owner agrees to submit progress reports for any **Development Charge reimbursable** items identified to be reimbursed through Development Charge credits, whether repaid through Development Charge credits or other means, in a form satisfactory to the Town's Finance Department. The Owner further agrees to abide by the Town's requirements for matters dealing with Development Charge credits.	OAK (F)
101.	The Owner acknowledges that **work completed on behalf of the Town** shall not exceed the estimated values contained within the subdivision agreement and that the Town will not accept any further progress certificates relating to the Schedule 'K' works and will not consider the payment of said progress certificates received after the assumption of the subdivision by the Town. The Owner further acknowledges that work done on behalf of the Town may not be reimbursed until funded in the Town's approved capital budget.	OAK (DS, F)
102.	The owner agrees to design and install fencing and landscaping to provide buffer between subject site and the NHS to Town of Oakville Planning and Development and Parks and Open Space Department's satisfaction.	OAK (PS, POS)
103.	Site design shall ensure the positioning of buildings and soft landscape grading provides a subtle at-grade transition and interface along the entire site boundary that abuts the public right of way, without the use of any retaining walls (where feasible), exposed building foundations or blank building facades. Landscape walls may be used in a limited fashion to help	OAK (PS, POS)

	create appropriate transitioning where required by grade. This near level condition creates a strong visual and physical relationship, connecting the site to the street and connecting street facing active on-site uses to the public realm. This required condition shall ensure a barrier-free environment, maintain a human scale within the public realm and ensure buildings, activities and entrances are oriented to the street.	
104.	Where possible, that proposed utilities are located underground/concealed/screened from view from the public realm.	OAK (PS)
105.	That the Owner shall coordinate with the adjacent Land Owners to construct the intersection and road connection for the north leg of Street A to Harasym Trail or the Owner shall provide a dead end barricade at the west limit of the north leg of Street A and Street B intersection until such time that the north leg of Street A is connected to Harasym Trail.	OAK (PS, DS)
106.	That if the north leg of Steet A is not extended to Harasym Trail, the owner construct and maintain a temporary access through Block 42, to the satisfaction of the Town of Oakville. The Owner further agrees to provide and grant a 14 metre wide temporary right of way easement from Street B to Harasym Trail through Block 42, to the satisfaction of the Town of Oakville.	OAK (PS, DS)
107.	The owner acknowledges and agrees not to apply for building permits on Blocks 51 and 42, and Lot 1, until such time as the north leg of Street A connects to Harasym Trail and the temporary 14 metre wide road easement has been removed.	OAK (PS)
108.	That Blocks 54 and 55 be conveyed to the Town.	OAK (PS)
109.	If an access to Dundas Street West is required for a development to proceed, the future Owner will be required to demonstrate that uncontrolled drainage from the site does not exceed the uncontrolled flows contemplated in the approved EIR/FSS document. Additionally, the future Owner must demonstrate that emergency overland flows from the Block can drain to Pond 5A without bypass.	OAK (DS)
110.	The Owner agrees to provide notice to prospective purchasers upon the completion and approval of the **Composite Utility Plan** showing the location of all community facilities (community mail boxes, bus shelter and stops, street trees, sidewalks, street light poles, hydrants, cable boxes, transformers or any other above grade facilities) to the satisfaction of staff and that this plan be displayed in the sales office.	OAK (DS)
111.	That the Owner's engineer provide certification that all **Erosion and Sediment Controls** are in a state of good repair and Stormwater outfalls are operational to the satisfaction of the Planning and Development Department prior to building permit issuance.	OAK (DS)
112.	That the Owner agrees to implement their applicable **Minutes of Settlement/Supplementary Minutes of Settlement / Agreements** with the Town of Oakville and Conservation Halton to the satisfaction of the Town and Conservation Halton.	OAK (PS, POS, DS, F) CH
113.	That the Owner agrees to construct **stormwater management facilities** according to the approved plans and reports for this subdivision. Additionally, the Owner agrees to monitor and maintain the facilities until they are accepted by the town. The Owner shall provide a monitoring procedure and schedule for all stormwater management facilities / works immediately after all stormwater management facilities / works become operational. All monitoring shall be in accordance with the requirements of the approved EIR / FSS, **Stormwater Management Plan, Functional Servicing Plan**, Development Engineering Procedures and Guidelines Manual and North Oakville Monitoring Guidelines. Monitoring and maintenance are to be undertaken by the Owner for a minimum period of 2 years for Ponds and 3 years for LIDs once all stormwater management works become operational and stabilized or at the Town's discretion for a minimum period of 2 year for Ponds and 3 years for LIDs following construction of the majority of the contributing drainage area in accordance with the approved Operations Maintenance and Monitoring Program. Should the monitoring results fail to demonstrate to the satisfaction of the Town of Oakville, acting reasonably, that the	OAK (DS, EP, POS)

	performance of the stormwater management facilities / works is in accordance with acceptable engineering practices, the Owner shall take immediate remedial action.	
114.	The Owner agrees that LIDs will be monitored in accordance with the approved LID Monitoring Plan for a minimum of 3 years after the approval of certification and activation of LIDs. The Owner is required to submit annual monitoring reports, address deficiencies of the LID practices and prepare an Operations and Maintenance Manual to the satisfaction of the Town prior to assumption of the stormwater facilities. These commitments will form part of the Owners Subdivision Agreement.	OAK (DS)
115.	That storm sewerage, lot grading and street grading must be in conformity with the Town of Oakville's **Storm Drainage Policies and Criteria Manual** and to the satisfaction of the Planning and Development Department, in accordance with the Development Engineering Procedures and Guidelines Manual.	OAK (DS)
116.	That the Owner submits **grading plans** for all lots and blocks that contain or are abutting Conservation Halton regulated areas and the natural heritage system, or an existing subdivision to the satisfaction of Conservation Halton and the Town of Oakville.	OAK (EP, DS, POS) CH
117.	The Owner agrees to pay for **electricity supplied to light the streets** in the development until such time as the first homeowners take possession. This will include the supply of power to the street lights, the commodity cost, transmission and independent electricity marketing operator charges, distribution charges and administration fees, details of which will be outlined in the subdivision agreement.	OAK (DS)
118.	The Owner shall agree to **deposit mylars and digital discs** (.dwg file format) of the registered plan of subdivision to the satisfaction of the Town.	OAK (DS)
119.	That the Owner agrees to pay for and install all required **temporary signage** as per the approved Traffic and Parking Management Plan prior to the issuance of any building permits and agrees to ensure that these temporary signs are maintained throughout the construction phase or until the permanent signage is installed.	OAK (DS)
120.	That the Owner agrees to pay for and install all **permanent signage** within six (6) months of the first building occupancy as per the approved Traffic and Parking Management Plan. In the event that the Owner fails to install the permanent signage in the required timeframe the Town may carry out the work on behalf of the Owner, and will charge the Owner a 100% administration surcharge for all costs incurred by the Town in carrying out this work	OAK (DS)
121.	That the Owner shall place **public and educational signage** within the stormwater management Blocks to identify the general operation of the stormwater management facilities and list public restrictions for recreational use all to the satisfaction of the Engineering and Construction Department.	OAK (DS)
122.	That the Owner agrees within the subdivision agreement to deliver to the Town the following materials to accommodate **PSAB requirements** (hereinafter in this section referred to as the "Materials") within the times herein provided: a) Prior to registration of the Plan, a table in form and content acceptable to the Town and certified accurate by an Ontario Land Surveyor, setting out the area of all lands to be dedicated to the Town pursuant to this agreement, including rights of way (herein after referred to as the "Dedicated Lands"); b) Prior to acceptance of Maintenance, a table in form and content acceptable to the Town, and certified by the Owner's Engineer, setting out all materials used in the Town's Work, the dates of their respective	OAK (DS)

	installation, together with certification of their fair market value at installation; and c) Prior to assumption of the Plan, updated certification by the aforementioned Ontario Land Surveyor, Owner's Engineer or Appraiser as applicable, of the Materials and their current fair market value in form and content acceptable to the Town, together with certification in the manner and by the persons set out herein of any works to be assumed by the Town and not previously certified.	
123.	That the Owner agrees that all **roadways** are to be designed to Town of Oakville standards and partial roads within the draft plans are not permitted, unless other suitable arrangements are made with the Director of Transportation and Engineering.	OAK (TE)
124.	In the event that required subdivision land use and **notice signage** becomes damaged and/or missing from their original approved locations, the Town may re-install signage on the Owner's behalf and the Owner shall reimburse the Town for such works.	OAK (DS)
125.	That the Owner satisfies the **telecommunications** provider with respect to their land requirements and agrees to permit all electrical and telecommunication providers who have signed the Town's access agreement to locate on the roads within the plan and that the Owner allow these services to connect to the buildings, all to the satisfaction of the Town.	OAK (DS)
126.	That the Owner shall provide in each of the sales offices a **large coloured map**, not less than 1.5 metres by 2 metres, of the approved land use plans to date and/or where applicable, the land use plans approved in the Official Plan for the overall community together with a copy of the Town of Oakville Official Plan and a prominent note indicating that further information can be obtained from the Oakville Planning and Development Department.	OAK (DS)
127.	a) That the Owner acknowledges that during the active construction process it is anticipated that **sediment accumulation** in the stormwater management pond will occur at an above average rate compared to the rate for a stabilised condition. Based on this assumption the Owner agrees to monitor the sediment accumulation level and clean the pond periodically to ensure its operational efficiency is maintained. Prior to assumption a condition and monitoring report is to be prepared by the Owner's Engineer which is to outline the monitored performance of the pond as documented over time and the current state of sediment level within the pond. The Engineers report will make recommendations with respect to any maintenance required at the time of the requested assumption and itemise such items which the Owner will be required to remediate prior to the assumption. b) That the Owner agrees, at the time of the requested assumption, to provide an up-to-date **bathymetric survey** to determine the sediment level within the storm water management pond. If the accumulated sediment level is less than 25% of the design sediment storage volume within the fore-bay and/or main bay area of the pond, the Owner will provide a cash-in-lieu payment to the town for future clean-out based on an amount to be determined. Notwithstanding the above, should the sediment accumulation exceed 25% of the design sediment storage volume, the Owner agrees to clean out the pond. c) That the Owner agrees that the Town shall retain **securities for any Stormwater Management Facility** for at least a minimum two year maintenance period after the construction and stabilization of the stormwater management pond, or at the Town's discretion, for a minimum 2 year period following the assumption the majority of contributing development plans. The value of this security will be determined by the Town based on the size of any pond as well as the number of contributing plans.	OAK (DS)

128.	That the Owner designs, constructs and has in operation all necessary **flood control structures and stormwater outfall structures** prior to the issuance of any building permits to the satisfaction of the Conservation Halton and Planning and Development Department and Parks and Open Space Department.	OAK (DS, POS) CH
129.	That the Owner install a 1.2 metre high black vinyl coated **chain link fence**, or equivalent barrier as approved by the Town, along the common boundary line, setback 0.15 metres on Town property, between the Natural Heritage System / parkland / stormwater management facility (where applicable) and the abutting lots and/or blocks. The fence must be installed prior to Building Permit issuance on adjacent lots in order to ensure there is no encroachment by the builder or homeowner into the natural heritage system / parkland / stormwater management facility (where applicable) to the satisfaction of the Planning and Development Department, Transportation and Engineering Department, Conservation Halton and Parks and Open Space Department. And further that the Owner provide a legal survey, prepared and signed by an OLS), confirming the location of all fencing installed in 100% on public property and also confirming that there are no known encroachments at the time of assumption.	OAK (PS, POS, TE) CH
130.	That the Owner retain the services of a landscape architect in good standing with the OALA from a roster of prequalified landscape architectural consultants and agrees to provide for the preparation and submission of landscape plans including planting, grading, sodding, fencing and the design of park facilities together with cost estimates for the open space system including parkland, walkways, valley land / natural heritage system buffer areas and stormwater management facilities; and further, that the applicant finance the provision of the park facilities and the implementation of the landscape plans to the satisfaction of the Planning and Development Department, Parks and Open Space Department and Transportation and Engineering and in accordance with the Town's Development Charges By-law. Native non-invasive species shall be planted for lands adjacent to Natural Heritage System including swales and stormwater management facilities, and within Conservation Halton's regulated area.	OAK (PS, POS, DS, EP) CH
131.	That the Owner agrees at their cost to implement a **municipal tree planting program** for all public roads in accordance with the approved Composite Utility Plan and/or Tree Planting Plan. The selection of species, caliper and timing of work shall be undertaken to the satisfaction of the Parks and Open Space Department and in accordance with the latest Town standards and specifications within the final and approved North Oakville Urban Forest Strategic Management Plan, where applicable.	OAK (DS, POS)
132.	That the Owner agrees to submit **prior to Assumption** an inventory of all boulevard trees planted by species, size, tree attributes, planting date(s), and x/y coordinates in a digital format acceptable to the Parks and Open Space Department and Planning and Development.	OAK (POS, DS)
133.	That the Owner warranty all **boulevard street trees** and trees planted in open space areas for a period of 2 years from the date of planting and agrees to maintain in a healthy condition all trees until Assumption or to the end of the warranty period, where the warranty extends beyond assumption. A minimum of two deficiency inspections must be performed by Forestry staff and corrected to the satisfaction of Parks and Open Space.	OAK (DS, POS)
134.	That the Owner agrees to place **topsoil** on lots, boulevards and parkland in accordance with approved Town standards.	OAK (POS, DS)
135.	That the Owner agrees to implement a **monitoring program** to the satisfaction of the Town and Conservation Halton (regarding natural hazards and regulated areas) for erosion and sediment control, stormwater management facilities, modified streams and stormwater management works, municipal services, including the clean water pipe, and trails with the Natural Heritage System, in accordance with the Monitoring Mediation Reports (Ontario Municipal Board) dated July 26, 2007 and Addendum #1 to the Final Graydon Banning and Martillac Estates EIR/FSS. The Owner shall submit monthly sediment and erosion	OAK (DS, EP) CH

	control reports during construction to the satisfaction of Conservation Halton and the Town of Oakville.	
136.	That the owner prepares a Clean Water Outfall Monitoring Plan to the satisfaction of the Town and CH, including post-construction monitoring of erosion within the valley	OAK (DS, EP) CH
137.	That the Owner constructs the final Harasym Trail including roads, services and transitional works prior to registration.	OAK (DS)
138.	That the Owner agrees to submit monthly (or after significant rainfall equal or greater than 10mm or snowmelt events) **sediment and erosion control reports** during construction to the satisfaction of Conservation Halton and the Town of Oakville.	CH
139.	That the Owner agrees to post **acceptable securities** with the Town of Oakville as part of the subdivision agreement, for the purpose of ensuring the construction and completion of all works identified on the approved plans including the rehabilitation of any natural heritage system block (including CH regulated areas) or open space areas to the satisfaction of Conservation Halton and the Town of Oakville which may be disturbed during the development of the subdivision.	OAK (DS) CH
140.	The Owner agrees to use native, non-invasive species to the satisfaction of the Town of Oakville and in accordance with Conservation Halton's current Landscaping Guidelines for all landscaping adjacent to all watercourse block(s), natural heritage system block(s) (including CH regulated area), and any associated buffer block(s).	OAK (EP) CH
141.	That the Owner agrees to not store **construction materials** on vacant lots and/or open space blocks that abut lots which are occupied by homeowners.	OAK (DS, POS)
142.	That the Owner agrees not to stockpile any soils or materials, or use as an interim construction staging area, on any lands to be conveyed to the town.	OAK (POS)
143.	That the Owner provides **a fire break plan** and other fire prevention measures to the satisfaction of the Town of Oakville, where necessary.	OAK (FD)
144.	That the Owner agrees that any **exposed soil within a watercourse block**, either as a result of realignment or rehabilitation works, will be seeded or otherwise stabilized in accordance with approved erosion and sediment control plans.	CH
145.	That the owner agree that **no fill from the site may be dumped on or off-site** in an area regulated by a Conservation Authority without the prior written permission of the appropriate Conservation Authority.	CH
146.	That the Owner agrees to not stockpile fill within Conservation Halton's regulated area without prior written approval on Conservation Halton.	CH
147.	That the Owner agrees, that should it be determined through detailed design that **grade changes** are required in order to accommodate development of lots/blocks adjacent to the Natural Heritage System blocks (which include CH regulated area), any grade changes must be consistent with the final Environmental Implementation Report and Functional Servicing Study (EIR/FSS) Addendum, and the lot lines must be adjusted accordingly, to the satisfaction of Conservation Halton and Town of Oakville.	OAK (EP, DS) CH
148.	That the Owner agrees to provide **as-built drawings** for watercourse alterations within the natural hazards. Surveys undertaken to delineate any hazard shall be provided to Conservation Halton digital format. Digital data should be delivered in one of the following formats: a) ESRI geodatabasev10.x (or newer) feature classes b) ESRI shape file format. c) AutoCAD DWG or DXF Format, version 2019 or earlier	CH

	If the Project Consultant uses ESRI products to produce maps, the matching .mxd will be provided that corresponds to the map figure. Digital data will be provided in UTM NAD 83 Zone 17 NAD 83 datum. Data referencing elevations (e.g., floodplains) shall be referenced to appropriate vertical benchmarks. The datum must be specified as one of Canadian Geodetic Vertical Datum of 1928 (CGVD28) with 1978 adjustment, or Canadian Geodetic Vertical Datum of 2013 (CGVD2013). Vertical datums must be clearly identified in the survey documentation. Flood plain models used in the delineation of flood hazards must be provided to Conservation Halton and referenced to the above mapping standards.	
149.	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) OAK (DS)
150.	The development shall be subject to full **municipal water and sanitary sewer services** to the satisfaction of the Region of Halton.	RMH (LPS)
151.	The Owner agrees that a final 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, bedroom count for the specific units to be developed, site access to each phase, grading and the construction of public services, and which allocation law file the noted units are using. The phasing must be reflected in all engineering reports. Note: For Lands utilizing Infrastructure Development Units (IDUs), the Owner acknowledges and agrees that no portion of the proposed first phase of development shall proceed without a Holding Provision.	RMH (LPS) OAK (DS) CH
152.	That the Owner agrees **to phase the development** of the subject lands to the satisfaction of Conservation Halton and the Town of Oakville if necessary.	OAK (DS) CH
153.	That the Owner prepares and implements a **landscape restoration and enhancement plan** (including detailed drawings) for the restorative works within Conservation Halton regulated areas, in keeping with Conservation Halton Guidelines for Landscaping and Rehabilitation Plans, to the satisfaction of the Town of Oakville and Conservation Halton.	OAK (DS, EP) CH
154.	That the Owner shall submit a copy of the **approved sidewalk plan**, prepared to the satisfaction of the Town of Oakville, to the Halton District School Board and Halton Catholic District School Board.	OAK (DS) HDSB HCDSB
155.	That the Owner provides the Halton District School Board and Halton Catholic District School Board a **geo-referenced AutoCAD file** of the draft M-plan once all Lot and Block numbering configuration 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 HCDSB
156.	That the Owner agrees to 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 respective School Board and erect them prior to the issuance of building permits.	HDSB HCDSB
157.	That the Owner agrees to ensure that all new home buyers will be officially notified of the exact **Community Mail Box** locations prior to any house sales. Also, that the owner shall post in a clear site a copy of the plan indicating the Community Mail Box sites at the sales office. This plan is requested to be completed and approved prior to the start of the House	CP

	sales for the subdivision. Once the homeowner has closed their home sale, the developer shall notify all new homebuyers of the process to initiate Mail Delivery as well as the address of the local Post office where new homeowners can go and show their warranty documentation as well as a license for identification to begin the process of requesting mail delivery.	
158.	The Owner agrees to provide the location of all **Community Mail Boxes** on the approved Composite Utility Plan to the satisfaction of the Town and Canada Post.	CP
159.	The Owner agrees, prior to offering any units for sale, to display and maintain a map on the wall of the sales office in a place readily accessible to potential homeowners that indicates the location of all **Community Mail Boxes** within the development, as approved by Canada Post. Further, the Owner agrees to inform all homebuyers of the process to initiate mail delivery for their new home address.	CP
160.	The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.	CP
161.	The Builder/Owner/Developer will confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.	CP
162.	The Owner agrees to provide a suitable and safe temporary site for **Community Mail Box** locations. This temporary mail box pad will be a compacted gravel area with a minimum of a single row of patio stones for mail box placement. Temporary pad specifications will be provided to the Owner during the siting process. This location must be set up a minimum of 30 days prior to first occupancies.	CP
163.	The owner/developer will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy	CP
164.	That the Owner acknowledges that where multi-unit or commercial, office or similar buildings are located, one or more conduit or conduits of sufficient size will be provided from each unit to the room(s) in which the **telecommunication facilities** are situated and three conduits from the room(s) in which the telecommunication facilities are located to the street line.	BC /Cogeco/Rogers
165.	The Owner agrees to (a) permit all CRTC-licensed telecommunications companies intending to serve the Subdivision (the "Communications Service Providers") to install their facilities within the Subdivision, and (b) provide joint trenches for three agencies for such purpose.	(BC/Cogeco/Rogers)
166.	That the Owner acknowledge its responsibility to up-front the cost of any expansion to the **electrical distribution system**, calculated in accordance with the Ontario Energy Board Distribution System Code.	OH
167.	That the Owner agrees to place the following **notification in all offers of purchase and sale** for all lots and/or units and in the Town's subdivision agreement to be registered on title: a) "Purchasers and/or tenants of Blocks/lots 40, 41, 42, 47, 46, 45, 39, 38, 37, 22, 23, 24, 25, 26, 27, 28, 29, 30 are advised that their properties are adjacent to or near lands which may be developed for **future residential (high density), commercial or mixed commercial / residential uses** up to 12 storeys." b) "Purchasers and/or tenants are advised that **private landscaping** is not permitted to encroach within the Town's road allowance, public open space, Natural Heritage System, Stormwater Management Ponds, or any other Town property. Any unauthorised encroachments are to be removed by the homeowner prior to Assumption. If not removed by the homeowner unauthorized	OAK (PS, TE, DS,POS) CH HDSB HCDSB CP

		landscape material may be removed without notification by the Town."	
	c)	"Purchasers and/or tenants are advised that the Town of Oakville's current **street tree planting standards**, are intended to have an average of one tree for every 12 metres of frontage, but not every dwelling will receive a tree. The ability to plant a street tree depends on factors such as housing form, setbacks, utilities, driveway width, and location. The Town will determine whether a street tree will be planted, especially on narrow building lots."	
	d)	"Purchasers and/or tenants of lots or units adjacent to or near village squares, neighbourhood/community parks, or servicing/walkway blocks are advised that these open spaces will be used for both active and passive public recreation, including walkways, bikeways, playgrounds, sports fields (lit or unlit), splash pads, skateboard parks, tennis courts, visitor parking, and multi-use courts. These areas may also contain **children's play equipment**, community mailboxes, and sports field lighting, which could generate **noise or nuisance**, particularly for those living nearby. Park facilities may be used during the day, evenings, and weekends, with visitors parking on the street in front of dwellings."	
	e)	"Purchasers and/or tenants of lots or units adjacent to or near channel blocks, and storm water management blocks, village squares, neighbourhood/community parks or any other parkland and open space are advised that these areas, in whole or in part, may be vegetated to create a natural setting. In such areas, the Town may not carry out **routine maintenance** such as grass and weed cutting."	
	f)	"Purchasers and/or tenants of lots or units in Lots 5 and 6 are advised that they abut a **Walkway Block** which will allow for public access. These walkways may be lit or unlit at certain times."	
	g)	"Purchasers and tenants of all lots adjacent to the **Natural Heritage System** are advised that a **public trail or walkway** may be installed near their property, in accordance with the North Oakville Trails Plan. Normal use of the trail may generate occasional noise that could impact outdoor activities. Individual gate access to these areas is prohibited, and no encroachments, private landscaping, vegetation removal, or dumping of yard waste or household materials is allowed. The Town reserves the right to install public trail connections within these blocks."	
	h)	"Purchasers and /or tenants are advised that **gates are not permitted** to be installed along any boundary fence adjacent to any lands intended for a park or Natural Heritage System. In the event a gate is installed, it will be removed at the owner's expense"	
	i)	"Purchasers and/or tenants are advised that, prior to placing any structures, including **air conditioners**, in **side and rear yards**, the Zoning By-law should be reviewed to determine compliance, and a Site Alteration Permit may be required before proceeding with any site work." Grading alterations or the placement of any structures, including sidewalks, that impact or alter the approved lot drainage arrangement are not permitted within 0.3m (1 foot) of all side and rear yards without prior review and approval from the Town of Oakville."	
	j)	"Purchasers and/or tenants are advised that an overall **grade control plan** has been approved for this lot and Plan of subdivision. Some lots will incorporate the drainage of adjoining lots through **swales and rear lot catch basins**. The drainage and grading arrangement for the entire area, including the subject lot, must be maintained and cannot be altered without the approval of the Town of Oakville. Any **unauthorized alteration of the established grading or drainage** patterns may negatively affect	

		the lot or neighbouring lots. The builder is responsible for addressing grading issues until the Town accepts the lot grading certification prior to assumption. After assumption, any grading issues will become the homeowner's responsibility."	
		k) "Purchasers and/or tenants are advised that a **private swimming pool** cannot be installed until the property receives the final lot grading certification confirming the lot has been constructed/graded according to the approved plans. Once certified, owners must obtain the necessary permits for pool installation, which may include changes to the lot's grading."	
		l) "Purchasers and/or tenants are advised that **stormwater management ponds** will contain water, with levels rising and falling due to rainfall. The pond(s) is not intended for recreational use. It will undergo regular maintenance and periodic clean-outs. Additionally, the Town reserves the right to install a public trail connection within this area."	
		m) "Purchasers and/or tenants are advised that **winter maintenance** and snow plowing from public streets and laneways will be done in accordance with the Council approved protocol and policies for snow removal."	
		n) "Purchasers and/or tenants are advised that overnight **on-street parking** may be available on one side of the street. Vehicles may be parked overnight with a valid permit, but a permit does not guarantee a specific parking space or availability if all spaces are occupied."	
		o) "Purchasers and/or tenants are advised that this subdivision was designed with a defined amount of **on-street parking** for public use. **Driveway widening** or modifications beyond the approved subdivision design are not permitted. Public roads accommodate pedestrians, cyclists, and various vehicles, and on-street parking is open to the public, not reserved for individual property owners and is especially important near parks, schools, laneways, and commercial or mixed-use areas. Purchasers should consider their approved driveway and garage capacity when buying a home, as additional **parking may be limited or unavailable**."	
		p) "Purchasers and/or tenants are advised that North Oakville is founded on the principle of prioritizing public transit, and as such, buses operate at varying frequencies throughout the neighbourhoods. Residents should expect bus operations as part of the community. Transit infrastructure, including **bus stops and shelters**, may be installed on municipal streets as temporary or permanent features."	
		q) "Purchasers are advised that the following street(s) in the area may be designated as **interim or permanent bus routes**, and that bus stops and shelters may be installed along the street(s): Streets A, B, C and Harasym Trail"	
		r) "Purchasers and/or tenants of Lots 1 to 21 are advised that no encroachment is permitted into the natural heritage system and area **regulated by Conservation Halton** without approval from the Town of Oakville and Conservation Halton."	
		s) "Purchasers and/or tenants are advised of the following warning clauses regarding **school accommodation and facilities**: a. Student accommodation in the community is not guaranteed. b. Students may be accommodated in temporary facilities or bussed to schools outside the area.	

	c. Attendance areas and student redirection may change to address accommodation pressures. d. School buses will not enter culs-de-sac or private roads, and pick-up points will generally be located on through streets convenient to the respective student transportation services. e. Additional pick-up points will not be located within the subdivision until major construction is complete. f. For properties or units abutting, fronting, or adjacent to school sites, temporary facilities or portables may be placed on the school site to accommodate pupils exceeding the building's capacity. g. For properties or units near school sites, homeowners can expect occasional noise from school facilities and higher-than-normal traffic volumes resulting from school activities. h. Gates are not permitted to be installed along any boundary fence with a school. In the event a gate is installed, it will be removed at the owner's expense. t) "Purchasers and/or tenants are advised that home/business mail delivery will be from designated **Community Mail Boxes** and that purchasers are to be notified by the developer/owner regarding the exact centralized mail box locations prior to the closing of any home sales." u) "Purchasers and/or tenants are advised that there may be sidewalks and/or **above ground utility facilities** such as fire hydrants, hydro transformers, switchgears structure, community mailboxes, cable / telecommunication pedestals and on-street parking restrictions located in front of their property within the Town's road allowance or on easements. The switchgear structure and easement are owned and maintained by Oakville Hydro, and the operation and maintenance of this facility may occasionally produce audible noise." v) "Purchasers and/or tenants are advised that there is the potential for high water pressures within the subdivision." w) "Purchasers and/or tenants of lots or units are advised that the developer/builder will be responsible for waste disposal until such time as Halton Region deems their street to be safe and accessible to receive Regional waste collection services." x) "Purchasers and/or tenants must inform future buyers of these warning clauses indefinitely. A property cannot be exempt from this agreement unless this specific section is mentioned in the exemption." In cases where offers of purchase and sale have already been executed, the owner/developer shall send a letter to all purchasers which includes the above statements.	
	CLOSING CONDITIONS	
1	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 (PS)
2	Prior to signing the final plan the Director of Planning and Development shall be advised by the **Regional Municipality of Halton** that conditions have been carried out to their satisfaction with a brief but complete statement detailing how each condition has been satisfied.	OAK (PS) RMH (LPS)

3	Prior to the signing of the final plan the Director of Planning and Development shall be advised by **Conservation Halton** that conditions have been carried out to their satisfaction with a brief but complete statement detailing how each condition has been satisfied.	OAK (PS) CH
4.	Prior to signing the final plan the Director of Planning and Development shall be advised by the **Halton District School Board** that conditions have been carried out to their satisfaction with a brief but complete statement detailing how each condition has been satisfied.	OAK (PS) HDSB
5.	Prior to signing the final plan, the Director of Planning and Development shall be advised by the **Halton Catholic District School Board** that conditions have been carried out to their satisfaction with a brief but complete statement detailing how the condition has been satisfied.	OAK (PS) HCDSB
6.	Prior to signing the final plan, the Director of Planning and Development shall be advised by the **telecommunications provider** that conditions have been carried out to their satisfaction with a brief but complete statement detailing how the condition has been satisfied.	OAK (PS) BC, Cogeco, Rogers
7.	Prior to signing the final plan the Director of Planning and Development shall be advised by **Canada Post** that conditions have been carried out to their satisfaction with a brief but complete statement detailing how each condition has been satisfied.	OAK (PS) CP
8.	Prior to signing the final plan the Director of Planning and Development shall be advised by the **Ministry of Tourism, Culture and Sport** that conditions have been carried out to their satisfaction with a brief but complete statement detailing how each condition has been satisfied.	OAK (PS) MTCS RMH (LPS)
9.	Prior to signing the final plan, the Director of Planning and Development shall be advised by **Oakville Hydro** that conditions have been carried out to their satisfaction with a brief but complete statement detailing how the condition has been satisfied.	OH
10.	Prior to signing the final plan, the Director of Planning and Development shall be advised by **Union Gas/Enbridge Gas** that conditions have been carried out to their satisfaction with a brief but complete statement detailing how the condition has been satisfied.	UG/Enbridge
	All of the above conditions shall be satisfied within 3 years of the granting of draft approval, being *Day___, Month_____, 20xx*.	OAK (PS)

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
MNRF	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 Gas	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 shall be responsible for payment of all applicable Regional Development Charges in accordance with the Development Charge Act and the Region of Halton Development Charges By-law(s), as amended.

   In addition, a Front-ending Recovery Payment will be required and shall become payable at the earlier of the Owner entering into a Subdivision Agreement or obtaining a Building Permit, including for High Density Apartment developments.

   The Front-ending Recovery Payment shall not apply to any development parcel that obtained residential servicing capacity through a 2012 or earlier Allocation Program, or that is subject to an executed Subdivision, Site Plan, or Consent Agreement with the Region or the local municipality entered into prior to January 1, 2017.

   Please visit our website at https://www.halton.ca/The-Region/Finance-and-Transparency/Financing-Growth/Development-Charges-Front-ending-Recovery-Payment to obtain the most current Development Charge information, which is subject to change.

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 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.

14. Additional Dwelling Units (ADU) constructed as part of a primary dwelling unit prior to occupancy are subject to EDCs. For ADUs to be eligible for an exemption, the building permit must be issued after occupancy of the primary unit, and must meet other requirements such as size and number of units relative to the existing unit. For more information on EDCs and ADUs, please reach out to the school boards.

OAKVILLE

REPORT

Planning and Development Council

Meeting Date: April 20, 2026

FROM:	Planning and Development Department
DATE:	April 7, 2026
SUBJECT:	Recommendation Report – Zoning By-law Amendment, Valgo LP, 1320 Wheat Boom Drive, File No., Z.1308.07
LOCATION:	1320 Wheat Boom Drive
WARD:	Ward 6

RECOMMENDATION

1. That the revised Zoning By-law Amendment application submitted by Valgo LP (File No.: Z.1308.07), be approved;

2. That By-law 2026-058, an amendment to Zoning By-law 2009-189, be passed;

3. That the notice of Council's decision reflects that Council has fully considered all of the written and oral submissions relating to these matters and that those comments have been appropriately addressed; and,

4. That, in accordance with Section 34(17) of the *Planning Act*, no further notice is deemed to be necessary.

KEY FACTS

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

- **Location**: The property is located on the southeast corner of the intersection of Meadowridge Drive and Wheat Boom Drive and is municipally known as 1320 Wheat Boom Drive (the "Subject Lands").

- **Policy Context**: The Subject Lands are designated Neighbourhood Centre and are identified as forming part of the neighbourhood activity node (Neighbourhood

5), within the North Oakville East Secondary Plan (Figure NOE2 – Land Use Plan).

- **Zoning**: The Subject Lands are zoned H50-NC sp:98 (Neighbourhood Centre), with a holding provision and existing site-specific regulations within the Zoning By-law 2009-189, as amended.

- **Nature of the Application:** The applicant originally applied for an Official Plan Amendment and Zoning By-law Amendment. Since the Statutory Public Meeting, the applicant has revised the proposal and no longer requires an Official Plan Amendment. The purpose of the revised application is to amend the Zoning By-law 2009-189 (the "Zoning By-law") for the subject property to permit the development of the lands and introduce site-specific regulations.

- **Proposal**: The revised proposal seeks to amend the Zoning By-law to permit stacked townhouses, subject to the regulations of *apartments*, and introduce site-specific regulations for minimum non-residential / commercial leasable floor area, increase the minimum residential parking requirements and reduce the non-residential parking requirements. A total 58 dwelling units are proposed with three non-residential units fronting Meadowridge Drive that will be served by at-grade and underground parking.

- **Public Consultation**: The applicant hosted a Public Information Meeting ("PIM") on May 7, 2025, which was attended by Town staff, the Ward Councillors and two members of the public. PIM meeting minutes are appended to this report as Appendix "E". The Statutory Public meeting for the Official Plan Amendment, and Zoning By-law Amendment was held on October 20, 2025, and no members of the public attended. One written submission has been received from the public at the time of the writing of this report and is included within Appendix "D". Their comments noted a lack of non-residential uses, traffic and infrastructure concerns.

- **Timing**: The original Official Plan Amendment and Zoning By-law Amendment applications were submitted and deemed complete on August 22, 2025. The *Planning Act* provides a 120-day timeline for Council to make a decision on these applications (December 20, 2025), failing which the applicant could file an appeal to the Ontario Land Tribunal for non-decision. The applicant withdrew the Official Plan Amendment on November 14, 2025. The applicant could have filed an appeal to the Ontario Land Tribunal for a non-decision; however, they have chosen to collaborate with the Town on advancing the Zoning By-law Amendment.

- **Staff Recommendation**: Staff recommend approval of the Zoning By-law Amendment application (By-law 2026-058), as revised, since the proposal is

consistent with the Provincial Planning Statement, conforms to the Halton Region Official Plan and the North Oakville East Secondary Plan. The application conforms to the Town's policy framework and vision for the Neighbourhood Centre area and contributes to the achievement of complete communities.

BACKGROUND

The Subject Lands were created by a Plan of Subdivision known as Argo Joshua Creek (24T-20002/1308), which was draft approved in 2021, together with a Zoning By-law Amendment for various residential and mixed-uses that implement the North Oakville East Secondary Plan (the "Secondary Plan"). The subdivision was registered on November 17, 2023 by 20M-1270.

Within this registered subdivision, the subject block (1320 Wheat Boom Drive) is the focus of the current application.

The purpose of this report is to provide a recommendation on the proposed Zoning By-law Amendment application for the subject block. The Statutory Public Meeting was held on October 20, 2025. Since the Statutory Public Meeting the applicant worked with staff on revising their proposal to address comments and concerns provided by members of the public, Council and Town staff. The revised proposal provides for two commercial/residential mixed-use buildings at the intersection of a neighbourhood activity node. Therefore, the applicant no longer requires an Official Plan Amendment, and this application has been withdrawn.

Proposal

The applicant has submitted a revised Zoning By-law Amendment application to permit stacked townhouses as a permitted building type, along with site specific parking regulations for residential uses and non-residential/commercial uses. Further the proposal is in accordance with the NOESP and in conformity with the existing Zoning regulations.

The applicant's proposed amendment to Zoning By-law 2009-189, seeks to further modify the previously approved Zoning By-law Amendment (By-law 2021-040), by introducing permissions for the construction of a stacked townhouse built form with additional site-specific development regulations. The following site-specific regulations are proposed to be added to the in-effect zoning:

- Add *Stacked Townhouse* as a permitted building type.
- Provide a minimum commercial floor area.
- Increase residential parking requirements.
- Reduce non-residential parking requirements.

The applicant's revised concept plan is provided in Figure 1, below.

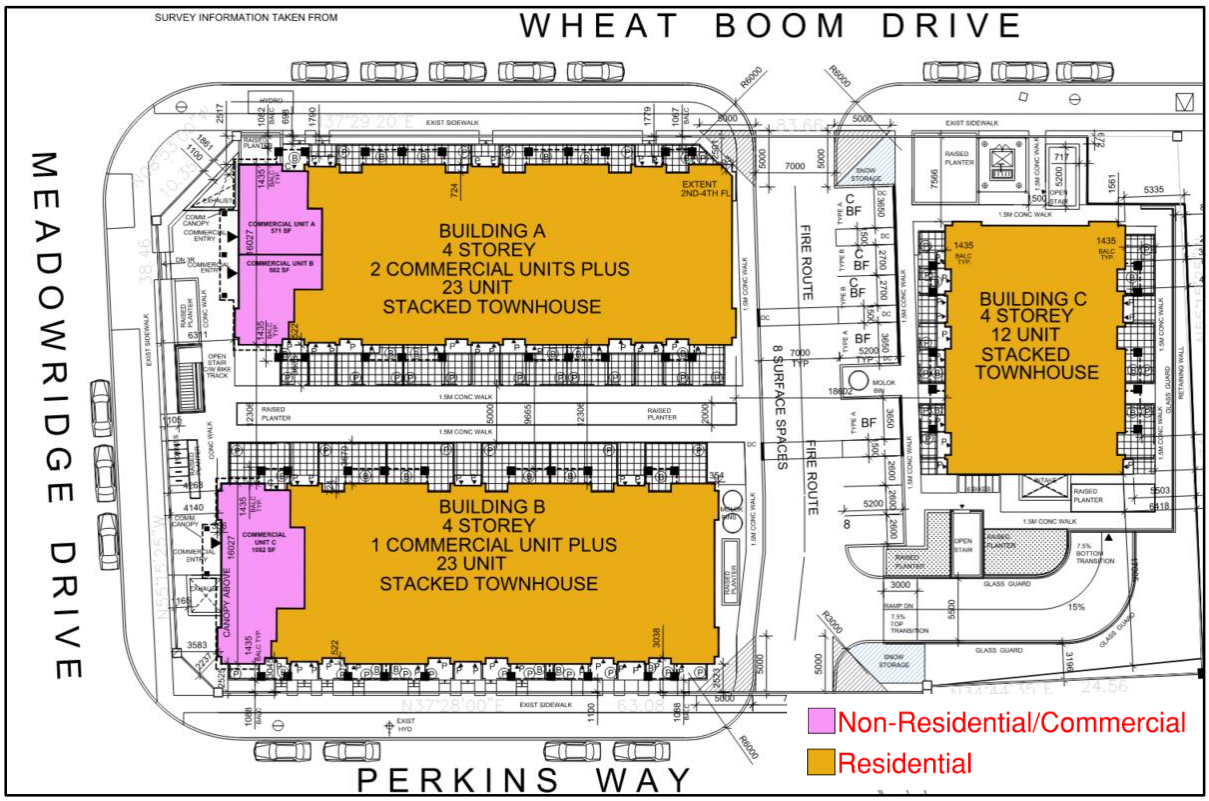


Figure 1: Applicant's Revised Concept Plan

Location and Site Description

The Subject Lands are located on the south side of Wheat Boom Drive, east of Meadowridge Drive and north of Perkins Way, at the south-east corner of the neighbourhood activity node of the Argo Joshua Creek subdivision. The Subject Lands represent the last remaining undeveloped property within the neighbourhood activity node for Neighbourhood 5. The site is approximately 3,217 m^2 (0.3217 hectares) in size with frontage along Meadowridge Drive, Wheat Boom Drive and Perkins Way. The lands are legally described as Block 297 in Plan 20M-1270, and are municipally known as 1320 Wheat Boom Drive. The site is currently being used as a construction staging area for the ongoing development of the neighbourhood.

An aerial photo of the Subject Lands is provided as Figure 2 below.



Figure 2: Satellite Imagery of subject lands

Surrounding Land Uses

The land uses surrounding the subject land include the following:

North – Detached and townhouse dwellings
East – Natural Heritage System creek block
South and West – Townhouse dwellings
Northwest – Wheat Boom Park and Harvest Oak Public School

PLANNING POLICY AND ANALYSIS

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

- Provincial Planning Statement (2024).
- Halton Region Official Plan (implemented by the Town).
- Oakville Official Plan and North Oakville East Secondary Plan.
- Zoning By-law 2009-189, as amended.

Provincial Planning Statement (2024)

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

The 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 Lands are located within a settlement area, which is the focus of growth and development, as provided in Section 2.3.1 of the PPS. Additionally, Policy 2.4.3.1 of the PPS directs intensification along existing and planned frequent transit corridors, such as Meadowridge Drive and Wheat Boom Drive. The proposed development provides increased density, a mix of land uses and efficiently uses the infrastructure and public service facilities that are planned or available.

It is staff's opinion that the proposed Zoning By-law Amendment is consistent with the PPS.

Halton Region Official Plan

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

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.

According to Policy 55.1 of the ROP, Table 2 sets out specific targets for intensification within the Built-Up Area and for the density of Designated Greenfield Areas. Table 2 identifies a minimum intensification target of 19,400 dwelling units, and a minimum density of 70 residents and jobs combined per hectare. The proposed development contributes the overall intensification target and conforms to the minimum density target.

The Subject Lands are designated Urban Area in the ROP.

The Urban Area provides for a wide range of land uses to support and maintain complete communities. The goal of the 'Urban Area' is to, *"…manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability and economic prosperity."* (Policy 72).

One of the objectives of the 'Urban Area' (Policy 72(2)) is to:

> *"To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy."*

The revised proposal implements the goals of the 'Urban Area' and further, satisfies specific policy direction (Policy 72(2)) of the ROP as the revised proposal promotes live-work relationships, fosters a strong and competitive economy and reduces the dependence on personal automobiles for neighbourhood residents to attain goods and services.

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, as implemented by the Town.

<u>2020 Servicing Allocation Program – Water and Wastewater</u>

Halton Region has implemented a servicing allocation program that requires proponents of residential development applications to secure servicing allocation from Halton Region through a formal Allocation Agreement.

The Subject Lands are party to the 2020 Regional Allocation Program.

On June 17, 2020, Regional Council passed By-law 34-20, which confirmed the Regional allocation agreement conditions. The requirements have been met and the appropriate financial commitments by all parties are in place.

The existing Holding Provision (H50) on the Subject Lands requires the applicant to demonstrate appropriate servicing allocation is in place and that the applicant provide a Ministry of Environment acknowledgement letter pertaining to a Record of Site Condition (RSC) and Environmental Site Assessment (ESA) for the lands. Both of these requirements have been satisfied and as a result the existing Holding Provision (H50) is being removed from the Subject Lands through the implementing by-law (2026-058).

On this basis, it is staff's opinion that the revised proposal conforms to the Region of Halton Official Plan.

North Oakville East Secondary Plan

Land Use Strategy – Neighbourhood Area

The NOESP provides that each neighbourhood will be developed with a mix of development typologies and land uses (residential, service commercial, public facilities). The Land Use Strategy for *Neighbourhood Areas* provides further policy frameworks for *Neighbourhood Centre Areas.* These areas within neighbourhoods are central locations that are intended to accommodate a range of medium density and mixed-uses, including small-scale commercial or business uses that are within close proximity of most residences. The central location of *Neighbourhood Centre Areas* is intended to serve residents of each neighbourhood to support walkable, and pedestrian-oriented mixed-use or non-residential developments that are within close proximity to most residences.

The revised proposal implements the objectives, intent and vision of the *Neighbourhood Centre Area* policies through the establishment of a transit-supportive and pedestrian-oriented development that prioritizes walking and cycling as the primary mode of transit to serve residents within close proximity to the neighbourhood activity node.

On this basis, it is staff's opinion that the revised proposal implements the Land Use Strategy for *Neighbourhood Centre Areas* within the NOESP, will contribute to the creation of a complete community and will support and, through reduced on-site non-residential parking, will prioritize active transportation (walking and cycling) as the primary mode of transit for future customers from the surrounding neighbourhood.

Land Use Policies

The North Oakville East Secondary Plan, approved by the Ontario Municipal Board in January 2008, was developed to have regard for the 1997 Provincial Policy Statement, and in consideration of the 2006 Growth Plan. Subsequent conformity exercises and amendments have occurred or are underway to be consistent with the in-effect provincial policy framework.

The North Oakville area consists of land located between Dundas Street to the south and Highway 407 to the north, from Ninth Line in the east to Tremaine Road in the west. In 1987, these lands were set for growth through the Halton Urban Structure Plan (HUSP), which assessed growth potential and infrastructure needs across Halton's municipalities, including Oakville. HUSP identified North Oakville as

an area for urban expansion, recognizing the need for careful planning to address the connection between growth and infrastructure.

Following the HUSP recommended regional structure, Oakville conducted a detailed land-use planning process in the 1990s and 2000s. This involved public consultations, technical studies, and policy development, culminating in the creation of the North Oakville East Secondary Plan (NOESP) and the North Oakville West Secondary Plan (NOWSP), both approved by the OMB (now the Ontario Land Tribunal) in 2008 and 2009, respectively. These plans focus on sustainability, promoting a mix of land uses, protecting the natural environment, and implementing a modified grid road system to improve transit that enhances transportation options for transit and pedestrians.

The vision for North Oakville is to establish a compact, urban, pedestrian-friendly and complete community with a mix of uses that sustain a variety of neighbourhoods and employment opportunities. The neighbourhoods will contain walkable streets and central areas that include civic uses, small shops, and services. These nodes will generally be located within close proximity of most residences within the neighbourhood within a central node/intersection of the neighbourhood, as shown in Figure 3 below.

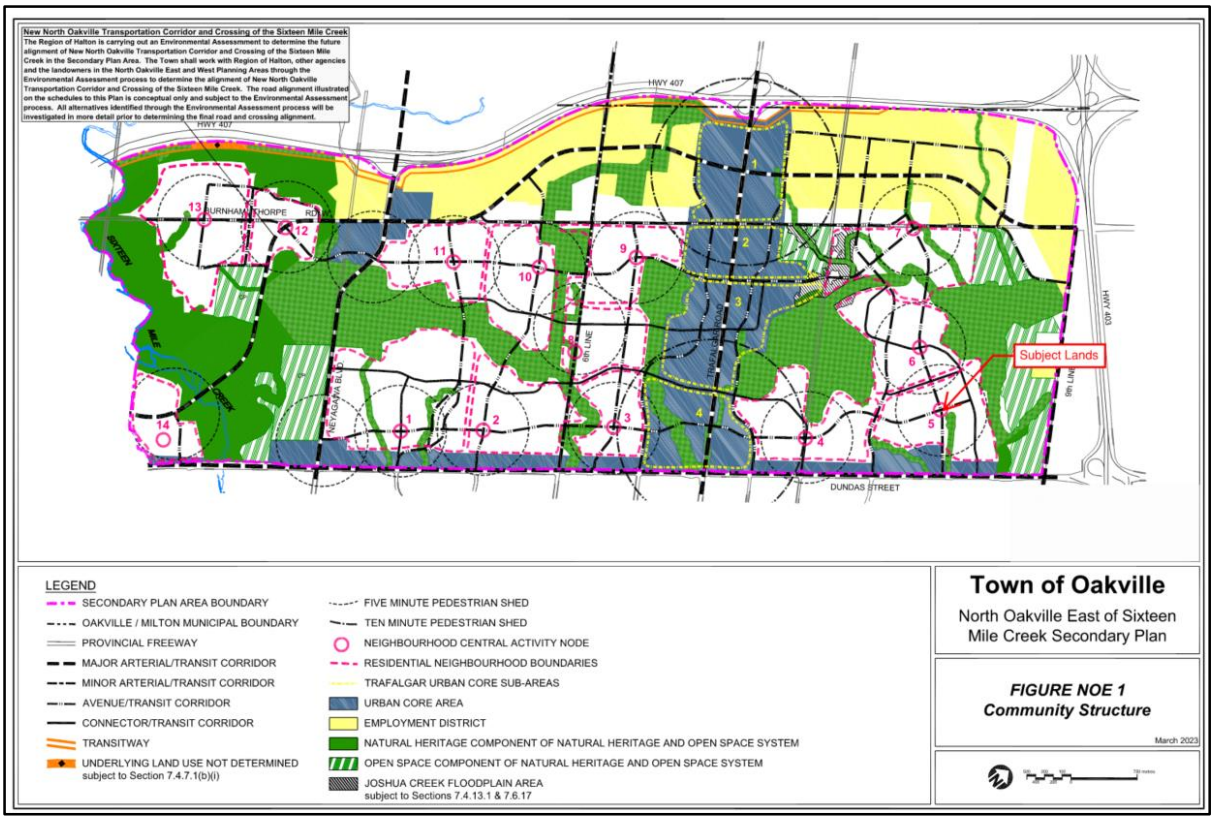


Figure 3: NOE1 Community Structure

OPA 321

In September 2018, Halton Region approved OPA 321 and was subsequently approved at the LPAT in July 2019, with modifications. The effect of OPA 321 is to implement the policy directions focused on areas of concern to be addressed in the short-term through the North Oakville Secondary Plans Review. The Neighbourhood Centre Area policies were updated to enhance clarity, provide opportunities to increase the maximum height and require a minimum of one mixed-use or non-residential building at neighbourhood activity nodes.

The Subject Lands are designated as *'Neighbourhood Centre Area'* and are identified as part of the central activity node that is established to serve residents of Neighbourhood 5.

The NOESP development objectives are referenced in Section 7.2.3, and they include the following, among others:

- *"To create residential communities which complement the existing built form elements that are intended to remain within the community, and incorporate the best community planning and urban design practices available while protecting, enhancing and integrating the area's natural heritage component of the natural heritage and open space system. (7.2.3.2 a)); and,*

- *To establish overall development densities that equal or exceed the density established by the Halton Urban Structure Plan and which are commensurate with the type and frequency of transit service planned for the area. (7.2.3.2 b)); and,*

- *To minimize travel time, traffic, greenhouse gases, servicing costs and energy costs through a variety of mechanisms, and particularly by providing an efficient land use arrangement and mix of housing forms and tenures. (7.2.3.2 c)); and,*

- *To provide for a variety of residential densities and unit types throughout the planning area, responding to the varied needs of the future population…(7.2.3.2 g)); and,*

- *To promote building design variety that promotes an active, safe pedestrian realm within the streetscape. (7.2.3.4 d)); and,*

- *To create retail and service commercial development that has a strong relationship to streetscapes and major pedestrian ways. (7.2.3.4 h)); and,*

- *To provide for water and wastewater services, together with storm drainage works, reflecting the requirements of the various levels of government and minimizing their impact on the natural environment. (7.2.3.6 a)).”*

The revised proposal provides for a compact, mixed-use development that advances the vision of the neighbourhood activity node by reducing travel time, traffic, and greenhouse gas emissions, while offering residents opportunities to walk or cycle to local service-based uses. It also fosters a closer connection between home and the workplace for local entrepreneurs, helps address a shortage of non-residential uses in North Oakville, and creates a distinctive sense of identity within the community. The proposal seeks to permit stacked townhouse dwellings within the established neighbourhood, which serves to provide greater choice of unit typologies. Additionally, the diversification of residential dwelling unit types provides for a broader range of housing forms to serve the needs of various residents while still complementing the surrounding neighbourhood.

On this basis, it is staff’s opinion that the revised proposal conforms with the development objectives of the NOESP.

Master Plan – Appendix 7.3

The North Oakville Master Plan is intended to assist in providing guidance and coordination of local roads and adjacent land uses for the North Oakville Planning Area. Development applications are reviewed to ensure general coordination and consistency with the intent of the Master Plan. Minor modifications are permitted provided the general intent and direction of the Master Plan are maintained (Section 7.5.2).

The proposed development is informed by, and implements, the NOESP Master Plan, and the goals and objectives of the Neighbourhood Centre Area designation.

North Oakville East Commercial Study

The intent of the *Neighbourhood Centre Areas* is to permit a range of uses that will be focused at a central activity node, including convenience, service-commercial, civic, institutional and live-work functions in buildings at a scale and with a design appropriate to the area. Neighbourhood Centres are not intended to be developed with traditional stand-alone, large-scale commercial developments / buildings. It is on this basis that the NOECS recommends creating a hierarchy of Neighbourhood Activity Nodes between ‘primary’ and ‘secondary’ areas of focus. The Subject Lands would be considered a secondary node, which intends to feature smaller commercial uses located within the interior of neighbourhoods to provide access to a range of convenience retail, locally-oriented services and community-oriented businesses at a walkable scale. The proposal introduces zoning regulations for a

minimum non-residential/commercial Gross Floor Area (GFA), to ensure that the proposal implements the NOESP, as the plan does not provide a minimum requirement.

It is staff's opinion that the revised proposal considers the findings of the NOECS and aligns with the emerging policy direction of 'secondary' nodes that feature small-scale commercial and non-residential uses to serve local neighbourhood residents.

Zoning By-law 2009-189

The North Oakville Zoning By-law sets the zoning standards with the establishment of general regulations and zones reflecting the North Oakville East Secondary Plan and North Oakville West Secondary Plans. Town Council approved the North Oakville Zoning By-law on November 23, 2009. The zone categories were established to align with the designations of the Secondary Plans and their intended functions.

As discussed above, the Subject Lands were zoned H50-NC sp:98 as part of a previous Zoning By-law Amendment (By-law 2021-040) that was submitted alongside a Plan of Subdivision (24T-20002/1308) to enable the development of the lands for office, institutional, commercial, commercial/residential or a mixed-use building, with height regulations in 2021.

Figure 4 below illustrates the existing zoning on the Subject Lands.

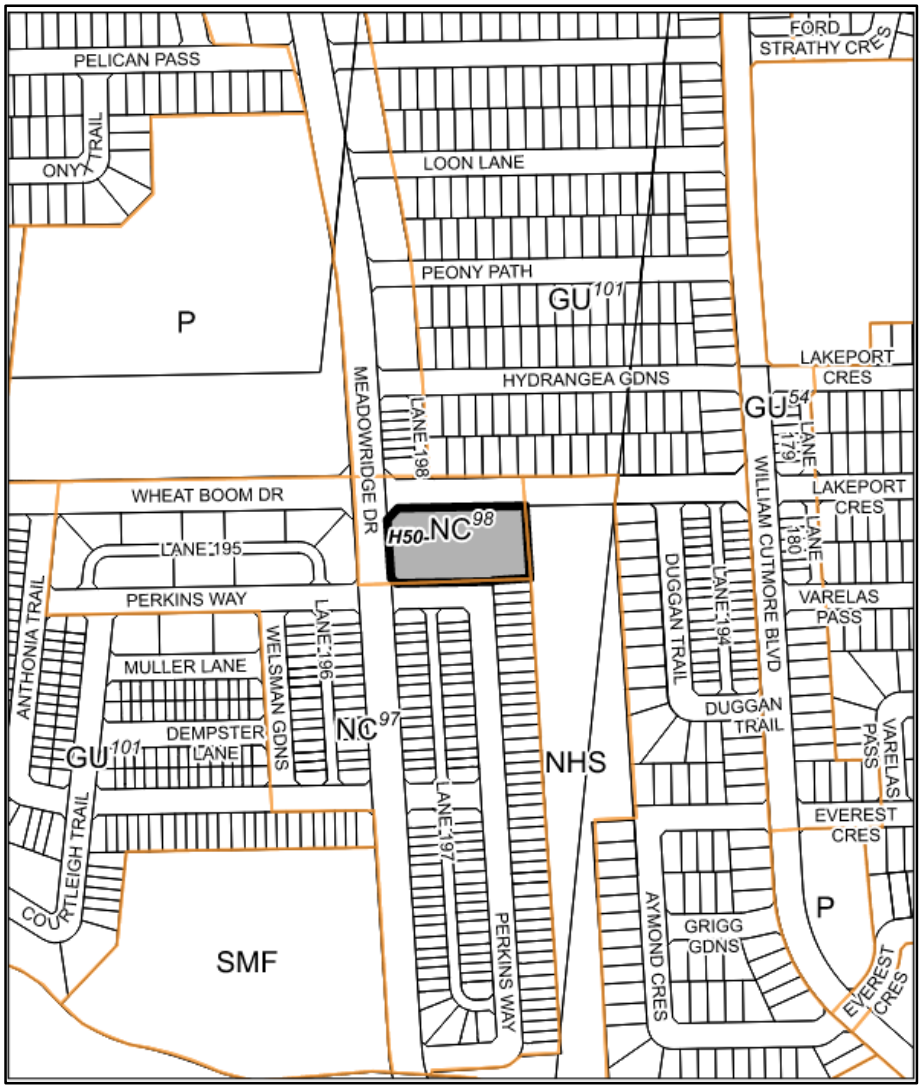


Figure 4: Zoning By-law (2009-189) Excerpt

The *Neighbourhood Centre* (*NC*) zone permits office, institutional, commercial, commercial/residential and mixed-use buildings along with apartments, triplexes, and various townhouse built forms. The *NC* zone does not permit stacked townhouses, to which the current amending application seeks to allow and will provide for a further diversification in built forms. Additionally, the applicant proposes to amend parking regulations related to both the residential and non-residential uses on the site. Through the review of the application, staff recommends a minimum non-residential / commercial floor area to better implement the goals, objectives and vision of the NOESP.

Additionally, the “H50” holding provision was applied to ensure that appropriate water and wastewater servicing allocation was available, and to ensure that the Ministry of Environment acknowledged Record of Site Condition (RSC) and

Environmental Site Assessment (ESA) have been received were satisfied, prior to the development of the lands. The applicant has demonstrated that the holding provision conditions have been satisfied through this application, and confirmation from the Region of Halton has been provided that the in-effect holding provision is no longer needed. Therefore, the "H50" is proposed to be removed from the Subject Lands through By-law 2026-058.

Proposed Zoning

A Zoning By-law Amendment has been prepared to modify the site-specific zoning of the lands from H50-NC sp:98 to NC sp:98 as shown in Appendix "A" – By-law 2026-058, on Schedule "A".

The proposed zoning will facilitate the development of the lands to permit 58 dwelling units, including 12 units within a stacked townhouse building. The proposed zoning introduces stacked townhouses as a permitted built form which will provide for a diversity in dwelling units and increase the range of housing options throughout the Town. By-law 2026-058 further introduces minimum requirements for non-residential/commercial uses within the mixed-use buildings fronting Meadowridge Drive. The inclusion of the mixed-use buildings not only meets the intent of the NOESP for neighbourhood activity nodes, but also contributes to providing for a variety of built forms within the neighbourhood.

Table 1 below provides a breakdown of the existing regulations of Special Provision 98 and the modified regulations of Special Provision 98 as proposed in By-law 2026-058.

Table 1 – Changes to Special Provision 98

Zoning Regulation	Existing sp: 98 Regulation	Proposed sp: 98 Regulation
Permitted Building Types	Mixed-use, office, institutional, commercial, commercial/residential	Mixed-use, office, institutional, commercial, commercial/residential, stacked townhouse dwelling
Minimum Height	4 storeys and 13 m	No change
Maximum Height	6 storeys and 20 m	No change
Minimum height of the first storey	4.5 m	Removed
Minimum non-residential/commercial floor area on whole site	N/A	200 square metres

Minimum residential parking requirements	N/A*	1.9 spaces / unit
Minimum non-residential parking requirements	N/A*	1 space / 75 square metres of non-residential GFA

**Section 5 of By-law 2009-189 applies*

The minimum height of the first storey regulation is proposed to be removed from special provision 98 as the mixed-use buildings and stacked townhouse built forms are not designed or conducive to providing a first storey height of 4.5 metres. The mixed-use buildings provide for an average first storey height of 3.0 metres, whereas the stacked townhouse building provides for an average first storey height of 2.7 metres. This provision is not required to ensure a mixed-use building or stacked townhouse that is of a high-quality urban design is provided, further it is restrictive to urban design refinements that may be advanced through the future site plan application.

The proposal is subject to the parking regulations under Section 5 of the Zoning By-law. The modifications to parking is discussed later in this report.

The proposed site-specific regulations provide a level of flexibility to adapt the proposal through the future site plan application while providing for specific development regulations.

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. The required studies and supporting documentation are accessible on the Town's website by visiting www.oakville.ca and searching "Z.1308.07" for the rezoning application.

As mentioned in this report, the applicant had originally submitted an Official Plan Amendment application to remove the non-residential requirement for the site. The applicant submitted a Commercial Market Study to justify the requested elimination of non-residential uses from the neighbourhood activity node. A peer review of the applicant's Commercial Market Study was conducted by Watson & Associates Economists Ltd. on behalf of the Town. The purpose of the peer review was to provide an independent professional analysis of the study and validate the findings.

The peer review by Watson & Associates concluded that:

> *"Non-residential formats such as live/work units can play a valuable role in activating the site in the short term while supporting longer-term planning*

objectives. These formats offer flexibility, accommodate a diverse mix of tenants, and help establish a foundation for future growth. […] Due to its relatively small size, internal location, and lack of visibility from major corridors, the site is unlikely to support traditional large retail formats or attract anchor tenants. However, these constraints make it well-suited for smaller-scale, community-serving uses that reinforce the role of the site as a neighbourhood activity node." (Watson & Associates Economists Ltd., 2025).

Through discussions with staff, the applicant withdrew the Official Plan Amendment and now proposes to include 200 square metres of commercial floor area within two mixed-use buildings fronting onto Meadowridge Drive. While staff are satisfied with the proposed inclusion of commercial uses that are consistent with the existing by-law requirements, modifications to the parking standards required further evaluation as discussed in detail below.

Analysis

The Statutory Public Meeting was held on October 20, 2025. The following is an overview of the matters that were identified by staff and Council:

- Consistency with applicable Provincial policy
- Conformity with the Regional Official Plan and North Oakville East Secondary Plan
- Appropriateness of the removal of non-residential/mixed-use requirements from a neighbourhood activity node
- Alignment of the proposal with the findings of the North Oakville East Commercial Study
- Applicant's Commercial Market Study
- Is the location of at-grade bicycle parking appropriate?
- Are there public realm impacts from buildings?
- What is the visitor parking strategy? Is it unpaid?
- What is the on-street availability for parking?
- What is the proximity of commercial/retail to the Subject Lands?
- Is the snow storage and waste management being appropriately addressed?

The items raised by staff and Council related to the removal of mixed-use have been addressed through the applicant's withdrawal of their Official Plan Amendment application.

The following is an overview of how the remaining matters identified by Council have been reviewed and addressed.

- Consistency with applicable Provincial Policy/ Regional Official Plan and the North Oakville East Secondary Plan

The proposed development provides for a mixed-use development that activates the central node of the neighbourhood and serves the local area as a place for gathering and social cohesion by providing for a mix of uses, as envisioned by the NOESP. It is staff's opinion that the proposal is consistent with the *Planning Act,* the Provincial Planning Statement, 2024 and conforms to the Region of Halton Official Plan and the North Oakville East Secondary Plan.

- Are there public realm impacts from buildings?

The revised proposal is not expected to result in any adverse effects on the public realm. If approved, refinements to the building façades facing the public realm will be explored to ensure consistency with the Urban Design Guidelines. Additional refinements to the architectural design of the proposed buildings will be considered through the future site plan application.

- Is the location of at-grade bicycle parking appropriate?

The revised proposal exceeds the regulations of the Zoning By-law which requires a minimum of 35 bicycle parking spaces for residents and 12 bicycle parking spaces for visitors. The revised proposal provides for 62 bicycle parking spaces for residents and 16 bicycle parking spaces for visitors. If the application is approved, refinements to the location and details of at-grade bicycle parking will be advanced through the future site plan application.

- What is the visitor parking strategy? Is it unpaid?

The applicant is proposing a parking rate of 1.9 spaces/unit, resulting in a total of 110 parking spaces for residential tenants and visitors which exceeds the minimum requirement in the Zoning By-law (1 space/unit). Further, the applicant is proposing to provide a total of three dedicated parking spaces for the commercial units of Buildings 'A' and 'B'. The Zoning By-law establishes minimum requirements for non-residential parking based on the use of the future tenants, which are presently not known. There has been no indication to staff that the Owner intends to establish paid visitor parking under future conditions. Table 2 below shows the minimum parking requirements of Zoning By-law 2009-189 and the proposed parking rates.

Table 2 – Parking Requirements

Building/Use	**Zoning By-law 2009-189 Requirements**	**Proposed Parking Requirements**	**Change**
Stacked Townhouse	Minimum 1 space/dwelling unit	Minimum 1.9 spaces/dwelling unit	Increase

*Apartment**	Maximum 1.25 spaces/dwelling unit + 0.2 spaces/dwelling unit	Minimum 1.9 spaces/dwelling unit	Increase
Commercial residential – combined (mixed-use)	Dependent upon use Typically: 1 space/30 sq. m of leasable floor area	1 space/75 sq. m of leasable floor area	Decrease

**The mixed-use buildings would be subject to the Apartment regulations for parking*

- What is the on-street availability for parking?

If the proposal is approved, the availability of on-street parking will be reduced by 2 spaces to accommodate the two new entrances to the site, leaving 15 on-street parking spaces between Wheat Boom Drive, Meadowridge Drive and Perkins Way. Figure 6 below shows the on-street parking plan that was provided as part of the original Plan of Subdivision.

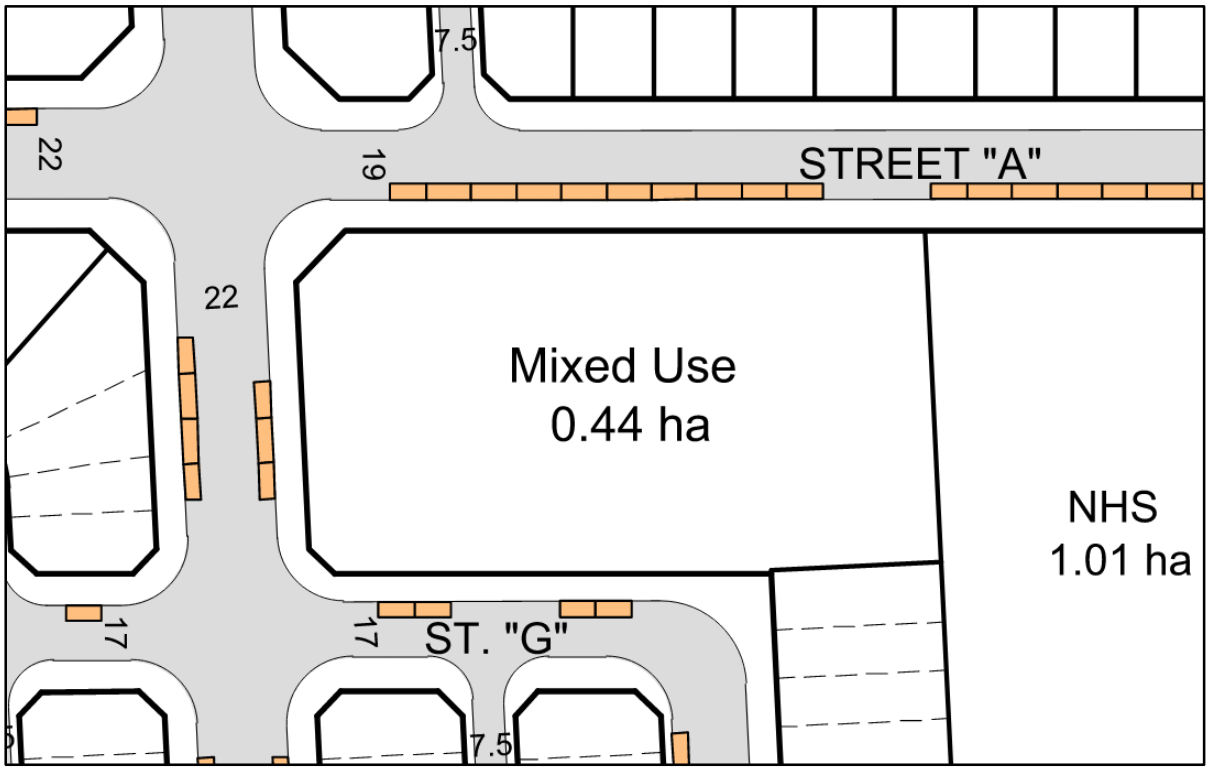


Figure 6: On-street parking plan (Argo Joshua Creek (24T-20002/1308) Plan of Subdivision extract)

- Is the snow storage and waste management being appropriately addressed?

On-site snow storage can be accommodated; however, the specific details will be further refined and confirmed, if this application is approved, through the future site plan application. Under the current proposal, the Region has advised that the

Subject Lands are not eligible for Regional Waste Collection Service and will be serviced by private collection services, managed by the Owner. If this application is approved, this will also be further reviewed as part of a future site plan application. Warning clauses can be included in the future site plan agreement to advise future owners of the private collection arrangement. If the Owner establishes condominium tenure in the future, specific warning clauses related to private waste collection could also be included in the future condominium declaration.

- Appropriateness of the removal of non-residential/mixed-use requirements from a neighbourhood activity node
- Alignment of the proposal with the findings of the North Oakville East Commercial Study
- Applicant's Commercial Market Study
- What is the proximity of commercial/retail to the Subject Lands?

The applicant has revised the proposal and is providing two mixed-use buildings on the subject land to address Council's concerns, in accordance with Policy 7.6.7.1b), which requires a non-residential/mixed-use building to be located at one corner of the intersection of a neighbourhood activity node. As provided in this report, it is staff's opinion that the revised proposal considers the findings of the NOECS and aligns with the emerging policy direction of 'secondary' nodes that feature small-scale commercial and non-residential uses to serve local neighbourhood residents. The Commercial Market Study was peer reviewed by Watson & Associates Economists Ltd. on behalf of the Town which identified deficiencies with the findings of the applicant's Commercial Market Study. Currently, there exists no other non-residential or commercial/retail sites north of Dundas Street East and east of Trafalgar Road. The proposal, if approved, will provide for non-residential / commercial uses within the neighbourhood activity node to serve local residents in a walkable, pedestrian-oriented form.

CONSIDERATIONS

(A) PUBLIC

The applicant held a virtual Public Information Meeting ("PIM") on May 7, 2025, which was attended by two members of the public, Town staff and Ward Councillors. A Statutory Public Meeting was held on October 20, 2025, and no members of the public provided verbal comments during the meeting; however, one written submission was received and is attached as Appendix "D".

(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 circulations. Additional matters will be evaluated through the site plan application 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, as referenced in the Technical Comments section above.

CONCLUSION

Staff has undertaken a thorough analysis of the policy framework and an assessment of the impacts of the proposed Zoning By-law Amendment. Staff recommend approval of the Zoning By-law Amendment application to permit the development of two mixed-use buildings and a stacked townhouse building, providing a total of 58 dwelling units and three commercial units.

Approval of this application will assist in achieving Council's commitment to addressing the housing crisis that requires opportunities for new housing options, where appropriate. The proposed development facilitates Council's goals by allowing the development of the lands in accordance with the policy frameworks of the NOESP, and enabling a diversification of built forms within the *Neighbourhood Centre* area. The proposed amendment will result in intensification that is appropriately integrated into, and compatible with, the existing neighbourhood policy frameworks that influence the development direction for *Neighbourhood Area* lands.

Staff recommend approval of the application and that By-law 2026-058, attached as Appendix "A", be passed as the following requirements have been satisfied:

- The proposed development is consistent with the Provincial Planning Statement and conforms to the Halton Region Official Plan, as implemented by the Town, and the North Oakville East Secondary Plan.
- A full circulation has been undertaken and there are no outstanding planning issues to be resolved.
- Comments from the public and Council have been appropriately addressed.

APPENDICES

Appendix “A” – By-law 2026-058
Appendix “B” – Applicant’s Revised Concept Plan
Appendix “C” – Applicant’s Revised Conceptual Elevation Plan
Appendix “D” – Public Comments
Appendix “E” – Public Information Meeting (PIM) Minutes
Appendix “F” – Policy Excerpts

Prepared by:
Colin Westerhof, MA, RPP, MCIP
Senior Planner, Current Planning

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

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

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2026-058

A by-law to amend the North Oakville Zoning By-law 2009-189 to permit the use of the lands described as 1320 Wheat Boom Drive, Town of Oakville

COUNCIL ENACTS AS FOLLOWS:

1. Map 12(6) of By-law 2009-189, as amended, is further amended by rezoning the lands as depicted on Schedule 'A' to this By-law.

2. Part 8, Special Provisions, of By-law 2009-189 is further amended by adding Section 8.98.1 f) as follows:

f)	*Stacked townhouse dwelling*, subject to the regulations for *mixed use buildings.*

3. Part 8, Special Provisions, of By-law 2009-189 is further amended by deleting and replacing Section 8.98.2 c) as follows:

c)	Minimum non-residential *floor area*	200 square metres

4. Part 8, Special Provisions, of By-law 2009-189 is further amended by adding Section 8.98.3 as follows:

"

8.98.3 Parking Regulations		
The following parking regulations apply:		
a)	Minimum residential parking requirements	1.9 *parking spaces* per *dwelling unit*
b)	Minimum non-residential parking requirements	1 *parking space* per 75 square metres of *leasable floor area*
c)	A minimum of 20% of the *parking spaces* shall include the provision for the installation of electric *motor vehicle* supply equipment.	

"

5. Part 8, Special Provisions, of By-law 2009-189 is further amended by adding Section 8.98.4 as follows:

“

8.98.4 Special Site Provisions	
The following special site provisions shall apply:	
a)	All lands subject to this special provision shall be considered as one lot for the purpose of this By-law.

“

6. Section 9, Holding Provisions, of By-law 2009-189 is amended by deleting Section 9.3.50 in its entirety and replacing with the following:

“H50 – removed by By-law 2026-058”

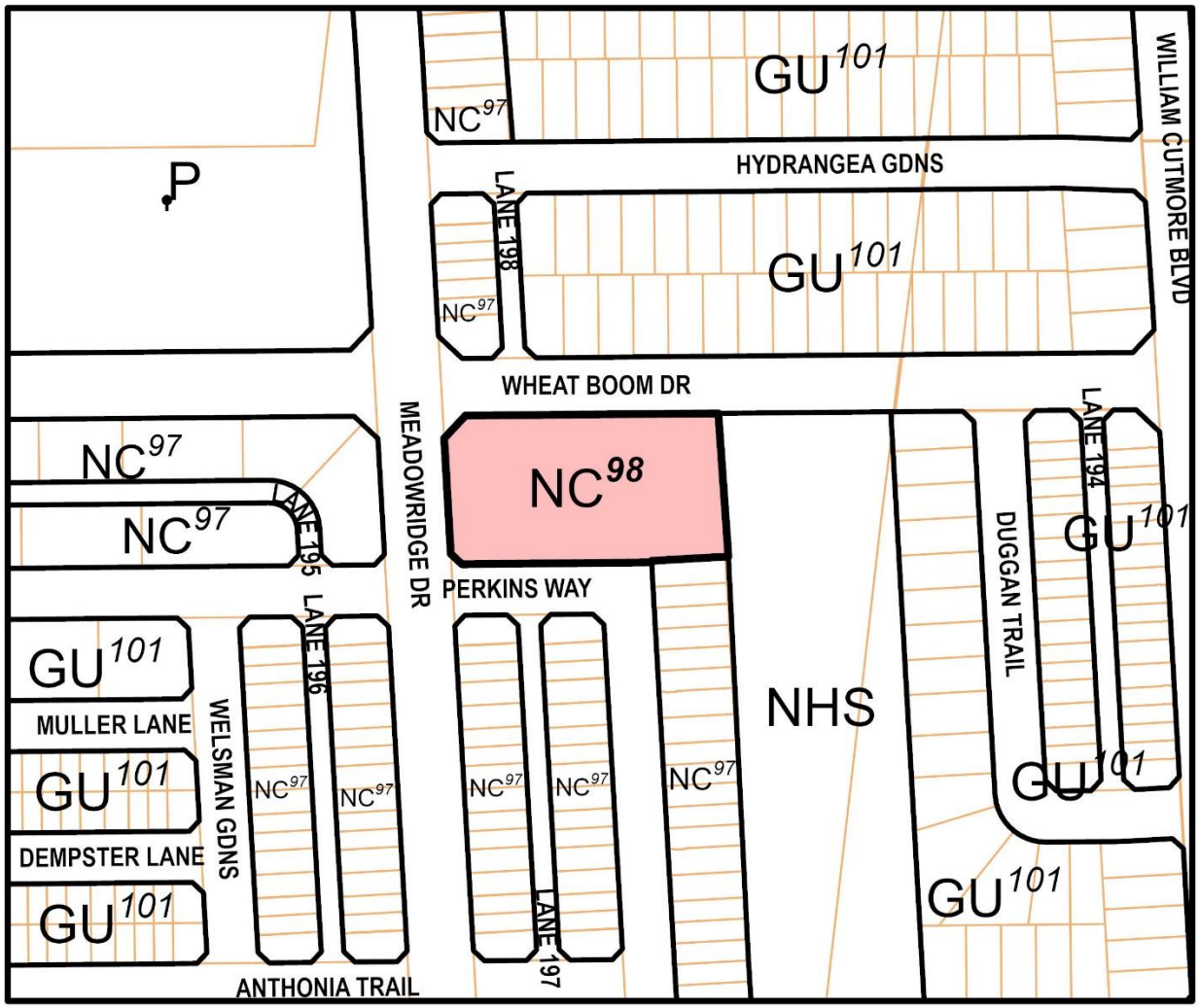
7. This By-law comes into force in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

PASSED this 20th day of April, 2026.

_____ MAYOR

_____ CLERK

SCHEDULE "A"
To By-law 2026-058

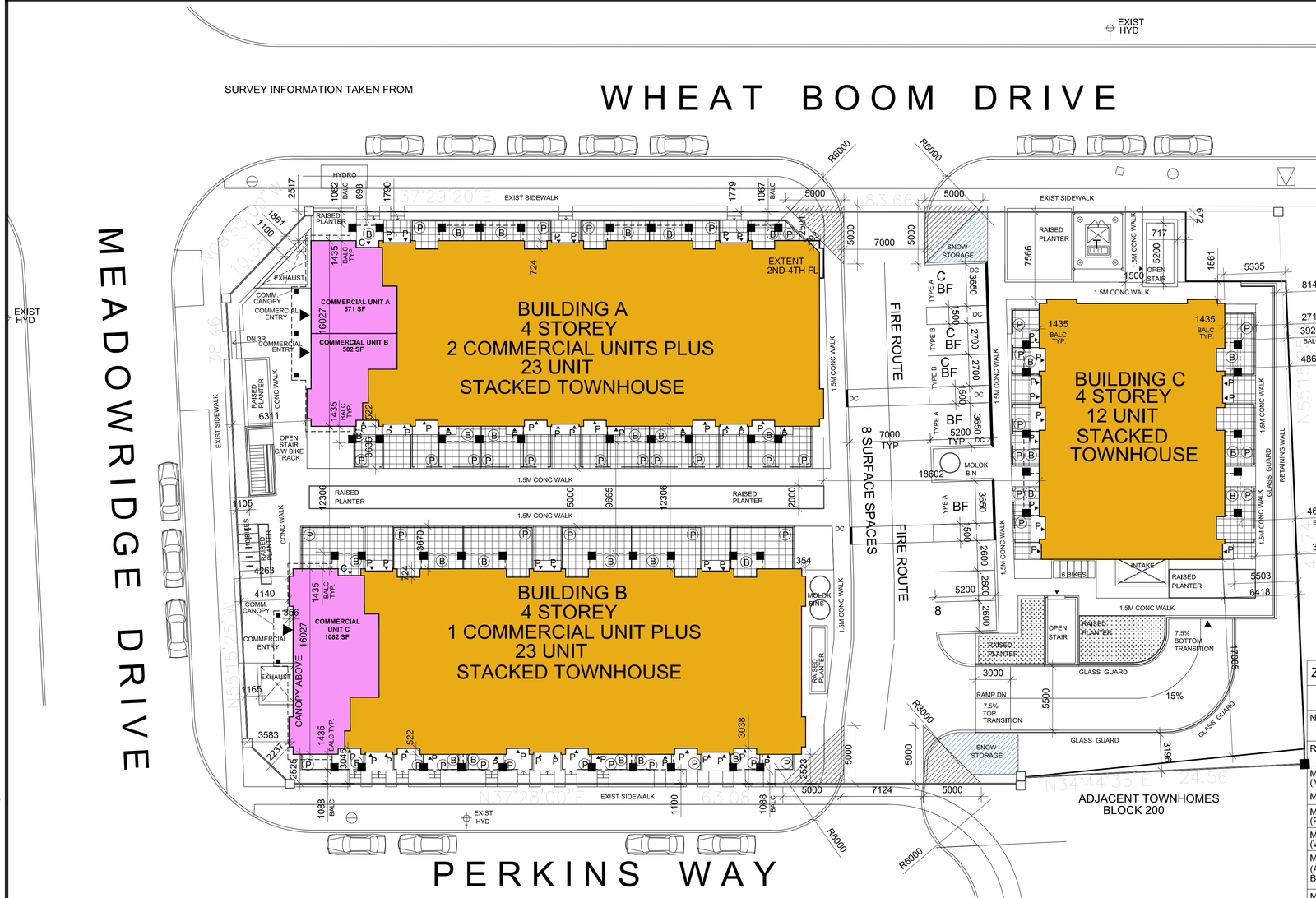


AMENDMENT TO BY-LAW 2009-189

H50 is removed from subject lands

EXCERPT FROM MAP 12(6)

SCALE: 1:2,000



3 COMMERCIAL UNITS PLUS 58 UNIT RESIDENTIAL CONDOMINIUM

LOT AREA - 4391 SM = .44HA
ZONING BYLAW 2009-189
PER APARTMENTS IN NC ZONE

1 / SP1 SITE PLAN

SCALE: 1:200

LEGEND

BF	BARRIER FREE
V/C	VISITOR/ COMMERCIAL
V	VISITOR
HYD	HYDRANT
P	PRINCIPAL ENTRANCE
DC	DEPRESSED CURB
T	TRANSFORMER
(P)	AT GRADE PATIO
(B)	BALCONIES 2ND & 3RD FLOOR

ZONING BY-LAW TABLE

	REQUIRED PER NC SP98 ZONE	PROVIDED
NUMBER OF UNITS	N/A	58 RESIDENTIAL UNITS 3 COMMERICAL UNITS
RESIDENTIAL DENSITY	MIN = 35 UNITS / HECTARE MAX = 150 UNITS / HECTARE	132 UNITS PER NET HA
MINIMUM LOT FRONTAGE (MEADOWRIDGE DRIVE)	5.5 M / UNIT	38.46 M
MINIMUM LOT DEPTH	12 M	47.74 M
MIN FLANKAGE SETBACK (PERKINS WAY)	2 M	2.5 M
MIN FLANKAGE SETBACK (WHEAT BOOM DRIVE)	2 M	2.5 M
MIN REAR YARD SETBACK (ADJACENT TO SWM BLOCK 298)	0 M	5.3 M (BLDG C)
MIN YARD ENCROACHMENTS	GUTTERS/ AWNINGS/ BOX BAYS = 0.6 M (ALL SIDES) BALCONIES / PORCHES = 1.5 M (ALL SIDES) = 1.5 M (FRONT LOT LINE) BOX BAYS = 0.6 M (ALL SIDES) = 1 M (FRONT LOT LINE)	GUTTERS/ AWNINGS/ BOX BAYS = 0.35 M BALCONIES / PORCHES = 1.4 M (ALL SIDES) = 1.0 M (FROM LOT LINE)(BLDG A/B) BOX BAYS = 0.35 M (ALL SIDES)
HEIGHT	MIN = 4-STOREYS & 13 M MAX = 6-STOREYS & 20 M	4-STOREYS 15.9 M
MIN HEIGHT OF FIRST STOREY	2.7 M	2.7 M
PARKING REGULATIONS		
TOWNHOUSE DWELLINGS (INCL. BACK-TO-BACK AND STACKED)	1 SPACE / UNIT	119 SPACES (2 / UNIT RATIO)
COMMERCIAL RESIDENTIAL - COMBINED (MIX-USE)	THE APPLICABLE REGULATIONS FOR NON-RESIDENTIAL USES APPLY TO THE NON-RESIDENTIAL FLOOR AREA, WHILE THE APPLICABLE RESIDENTIAL REGULATIONS APPLY TO THE DWELLING UNITS. 7.46 (8) COMMERCIAL SPACES REQUIRED	3 COMMERCIAL SPACES 1 SPACE PER 68 SM COMMERCIAL (200 M² COMMERCIAL SPACE)
RESIDENTIAL BICYCLE PARKING	OCCUPANT = 0.75 SPACES PER DWELLING UNIT VISITOR = 0.25 SPACES PER DWELLING UNIT	62 SPACES (LONG-TERM) 6 SPACES (SHORT TERM)
COMMERCIAL BICYCLE PARKING	0 SPACES	10 SPACES

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KEY TO DETAIL LOCATION

No. (DETAIL NUMBER) / No. (DRAWING SHEET NUMBER)

DRAWING SETS ISSUED	No.	DATE (DD.MM.YY)
CLIENT REVIEW	1.	26.08.2024
STATISTICS	2	24.09.2024
110 PARKING SPACES	3	16.10.2024
ADJACENT TOWNHOMES/ EXTRA STAIR	4	25.10.2024
ATTAIN 120 TOTAL PARKING SPACES	5	07.11.2024
ATTAIN 123 TOTAL PARKING SPACES	6	18.11.2024
rotate bldgs	7	23.01.2025
BACKGROUND SET	8	11.02.2025
COORD SET	9	19.03.2025
OPA/ZBA & CONTROL ARCHITECT REVIEW	10	26.03.2025
INSERTED COMMERCIAL ON BLDG A	11	10.11.2025
INSERTED COMMERCIAL ON BLDG A AND B	12	17.11.2025
AREAS	13	10.12.2025
ISSUED FOR SPA	14	12.12.2025
FOR COORDINATION	15	02.02.2026
FOR COORDINATION	16	03.02.2026
REDUCED DEPTH UNITS	17	04.02.2026
FOR COORDINATION	18	19.02.2026
ISSUED FOR 3RD ZBA RESUBMISSION	19	20.02.2026

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TRUE NORTH / PROJECT NORTH

STACKED TOWNHOUSE PROJECT

1320 WHEAT BOOM DRIVE
OAKVILLE, ONTARIO

DRAWING SHEET TITLE: SITE PLAN

DRAWING SCALE:

PROJECT NUMBER: 24451

DRAWING VERSION:

PLOT DATE: February 20, 2026

DRAWING SHEET NUMBER: SP1

TIM-HESTAMP 2026-02-20 2:38:22 PM - FILEPATH: O:\2024\24451 - Valley Homes - Valley Block 298\14. Drawings\A.03 Schematic Design\24451 - SP & UG (V.COMMERCIAL 2026-02-18.dwg)

Appendix "C" - Revised Elevation Plans



1 / - BLDG A - NORTH ELEVATION

3/16"=1'-0"

COLOUR PALETTE	
MATERIAL/ITEM (SUPPLIER)	COLOUR
BRICK	LIGHT BROWN
STONE	LIGHT GREY
PORCELAIN TILE 1 (PT1)	LIGHT BROWN
PORCELAIN TILE 2 (PT2)	DARK GREY
DOOR/ WINDOW	BLACK
PRE-FINISHED ALUMINUM	BLACK
GLASS ALUMINUM GUARD	BLACK
SHINGLES	BLACK

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ATTAIN 120 TOTAL PARKING SPACES	5	07.11.2024
ATTAIN 123 TOTAL PARKING SPACES	6	18.11.2024
ROTATE BUILDINGS	7	23.01.2025
BACKGROUND SET	8	11.02.2025
COORD SET	9	19.03.2025
OPA/ZBA & CONTROL ARCH. REVIEW	10	26.03.2025
INSERTED COMMERCIAL ON BLDG A	11	10.11.2025
INSERTED COMM. ON BLDG A & B	12	17.11.2025
AREAS	13	10.12.2025
ISSUED FOR SPA	14	12.12.2025
FOR COORDINATION	15	02.02.2026
FOR COORDINATION	16	03.02.2026
REDUCED DEPTH UNITS	17	04.02.2026
FOR COORDINATION	18	19.02.2026
ISSUED FOR 3RD ZBA RESUBMISSION	19	20.02.2026
ISSUED FOR 3RD ZBA RESUBMISSION	20	20.03.2026

ALL PREVIOUS ISSUES OF THIS DRAWING ARE SUPERSEDED

REVISIONS TO DRAWING	No.	DATE (YY.MM.DD)

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KNYMH ARCHITECTURE + SOLUTIONS

KNY **M H INC.**

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PRELIMINARY

BUILDING PERMIT NUMBER:

NOT FOR CONSTRUCTION WITHOUT PERMIT

APPLICATION FILE NUMBER:

-

VALERY GROUP

VALGO

1320 WHEATBOOM
OAKVILLE, ONTARIO

DRAWING SHEET TITLE

BLDG A
NORTH ELEVATION

PROJECT NUMBER	PLOT DATE
24451	2026-03-20

DRAWING SHEET NUMBER

A400

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1 / - BLDG A - SOUTH ELEVATION

3/16"=1'-0"

COLOUR PALETTE		
MATERIAL/ITEM (SUPPLIER)		COLOUR
BRICK		LIGHT BROWN
STONE		LIGHT GREY
PORCELAIN TILE 1 (PT1)		LIGHT BROWN
PORCELAIN TILE 2 (PT2)		DARK GREY
DOOR/ WINDOW		BLACK
PRE-FINISHED ALUMINUM		BLACK
GLASS ALUMINUM GUARD		BLACK
SHINGLES		BLACK

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PRELIMINARY

BUILDING PERMIT NUMBER:

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APPLICATION FILE NUMBER:

-

VALERY GROUP

VALGO

1320 WHEATBOOM
OAKVILLE, ONTARIO

DRAWING SHEET TITLE

BLDG A
SOUTH ELEVATION

PROJECT NUMBER	PLOT DATE
24451	2026-03-20

DRAWING SHEET NUMBER

A401

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1 - BLDG A - EAST ELEVATION

3/16"=1'-0"



TOTAL COMMERICAL FACADE=816 SF
TOTAL WINDOW/ DOOR=615 SF (75.3%)

1 - BLDG A - WEST ELEVATION

3/16"=1'-0"

COLOUR PALETTE		
MATERIAL/ITEM (SUPPLIER)		COLOUR
BRICK		LIGHT BROWN
STONE		LIGHT GREY
PORCELAIN TILE 1 (PT1)		LIGHT BROWN
PORCELAIN TILE 2 (PT2)		DARK GREY
DOOR/ WINDOW		BLACK
PRE-FINISHED ALUMINUM		BLACK
GLASS ALUMINUM GUARD		BLACK
SHINGLES		BLACK

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ATTAIN 123 TOTAL PARKING SPACES	6	18.11.2024
ROTATE BUILDINGS	7	23.01.2025
BACKGROUND SET	8	11.02.2025
COORD SET	9	19.03.2025
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INSERTED COMM. ON BLDG A & B	12	17.11.2025
AREAS	13	10.12.2025
ISSUED FOR SPA	14	12.12.2025
FOR COORDINATION	15	02.02.2026
FOR COORDINATION	16	03.02.2026
REDUCED DEPTH UNITS	17	04.02.2026
FOR COORDINATION	18	19.02.2026
ISSUED FOR 3RD ZBA RESUBMISSION	19	20.02.2026
ISSUED FOR 3RD ZBA RESUBMISSION	20	20.03.2026

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APPLICATION FILE NUMBER:

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VALERY GROUP

VALGO

1320 WHEATBOOM
OAKVILLE, ONTARIO

DRAWING SHEET TITLE

BLDG A
EAST & WEST ELEVATIONS

PROJECT NUMBER	PLOT DATE
24451	2026-03-20

DRAWING SHEET NUMBER

A402

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1 / - BLDG B - NORTH ELEVATION

3/16"=1'-0"

COLOUR PALETTE		
MATERIAL/ITEM (SUPPLIER)		COLOUR
BRICK		LIGHT BROWN
STONE		LIGHT GREY
PORCELAIN TILE 1 (PT1)		LIGHT BROWN
PORCELAIN TILE 2 (PT2)		DARK GREY
DOOR/ WINDOW		BLACK
PRE-FINISHED ALUMINUM		BLACK
GLASS ALUMINUM GUARD		BLACK
SHINGLES		BLACK

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VALERY GROUP

VALGO

1320 WHEATBOOM
OAKVILLE, ONTARIO

DRAWING SHEET TITLE

BLDG B
NORTH ELEVATION

PROJECT NUMBER	PLOT DATE
24451	2026-03-20

DRAWING SHEET NUMBER

A410



1 / - BLDG B - SOUTH ELEVATION

3/16"=1'-0"

COLOUR PALETTE		
MATERIAL/ITEM (SUPPLIER)		COLOUR
BRICK		LIGHT BROWN
STONE		LIGHT GREY
PORCELAIN TILE 1 (PT1)		LIGHT BROWN
PORCELAIN TILE 2 (PT2)		DARK GREY
DOOR/ WINDOW		BLACK
PRE-FINISHED ALUMINUM		BLACK
GLASS ALUMINUM GUARD		BLACK
SHINGLES		BLACK

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FOR COORDINATION	18	19.02.2026
ISSUED FOR 3RD ZBA RESUBMISSION	19	20.02.2026
ISSUED FOR 3RD ZBA RESUBMISSION	20	20.03.2026

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VALERY GROUP

VALGO

1320 WHEATBOOM
OAKVILLE, ONTARIO

DRAWING SHEET TITLE

BLDG B
SOUTH ELEVATION

PROJECT NUMBER	PLOT DATE
24451	2026-03-20

DRAWING SHEET NUMBER

A411

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1 - BLDG B - EAST ELEVATION

3/16"=1'-0"



TOTAL COMMERICAL FACADE=816 SF
TOTAL WINDOW/ DOOR=615 SF (75.3%)

1 - BLDG B - WEST ELEVATION

3/16"=1'-0"

COLOUR PALETTE		
MATERIAL/ITEM (SUPPLIER)		COLOUR
BRICK		LIGHT BROWN
STONE		LIGHT GREY
PORCELAIN TILE 1 (PT1)		LIGHT BROWN
PORCELAIN TILE 2 (PT2)		DARK GREY
DOOR/ WINDOW		BLACK
PRE-FINISHED ALUMINUM		BLACK
GLASS ALUMINUM GUARD		BLACK
SHINGLES		BLACK

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FOR COORDINATION	16	03.02.2026
REDUCED DEPTH UNITS	17	04.02.2026
FOR COORDINATION	18	19.02.2026
ISSUED FOR 3RD ZBA RESUBMISSION	19	20.02.2026
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VALERY GROUP

VALGO

1320 WHEATBOOM
OAKVILLE, ONTARIO

DRAWING SHEET TITLE

BLDG B
EAST & WEST ELEVATIONS

PROJECT NUMBER	PLOT DATE
24451	2026-03-20

DRAWING SHEET NUMBER

A412

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1 - BLDG C - WEST ELEVATION

3/16"=1'-0"

COLOUR PALETTE		
MATERIAL/ITEM (SUPPLIER)		COLOUR
BRICK		LIGHT BROWN
STONE		LIGHT GREY
PORCELAIN TILE 1 (PT1)		LIGHT BROWN
PORCELAIN TILE 2 (PT2)		DARK GREY
DOOR/ WINDOW		BLACK
PRE-FINISHED ALUMINUM		BLACK
GLASS ALUMINUM GUARD		BLACK
SHINGLES		BLACK

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FOR COORDINATION	16	03.02.2026
REDUCED DEPTH UNITS	17	04.02.2026
FOR COORDINATION	18	19.02.2026
ISSUED FOR 3RD ZBA RESUBMISSION	19	20.02.2026
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VALERY GROUP

VALGO

1320 WHEATBOOM
OAKVILLE, ONTARIO

DRAWING SHEET TITLE

BLDG C
WEST ELEVATION

PROJECT NUMBER	PLOT DATE
24451	2026-03-20

DRAWING SHEET NUMBER

A420

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1 / - BLDG B - EAST ELEVATION

3/16"=1'-0"

COLOUR PALETTE		
MATERIAL/ITEM (SUPPLIER)		COLOUR
BRICK		LIGHT BROWN
STONE		LIGHT GREY
PORCELAIN TILE 1 (PT1)		LIGHT BROWN
PORCELAIN TILE 2 (PT2)		DARK GREY
DOOR/ WINDOW		BLACK
PRE-FINISHED ALUMINUM		BLACK
GLASS ALUMINUM GUARD		BLACK
SHINGLES		BLACK

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FOR COORDINATION	18	19.02.2026
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VALERY GROUP

VALGO

1320 WHEATBOOM
OAKVILLE, ONTARIO

DRAWING SHEET TITLE

BLDG C
EAST ELEVATION

PROJECT NUMBER	PLOT DATE
24451	2026-03-20

DRAWING SHEET NUMBER

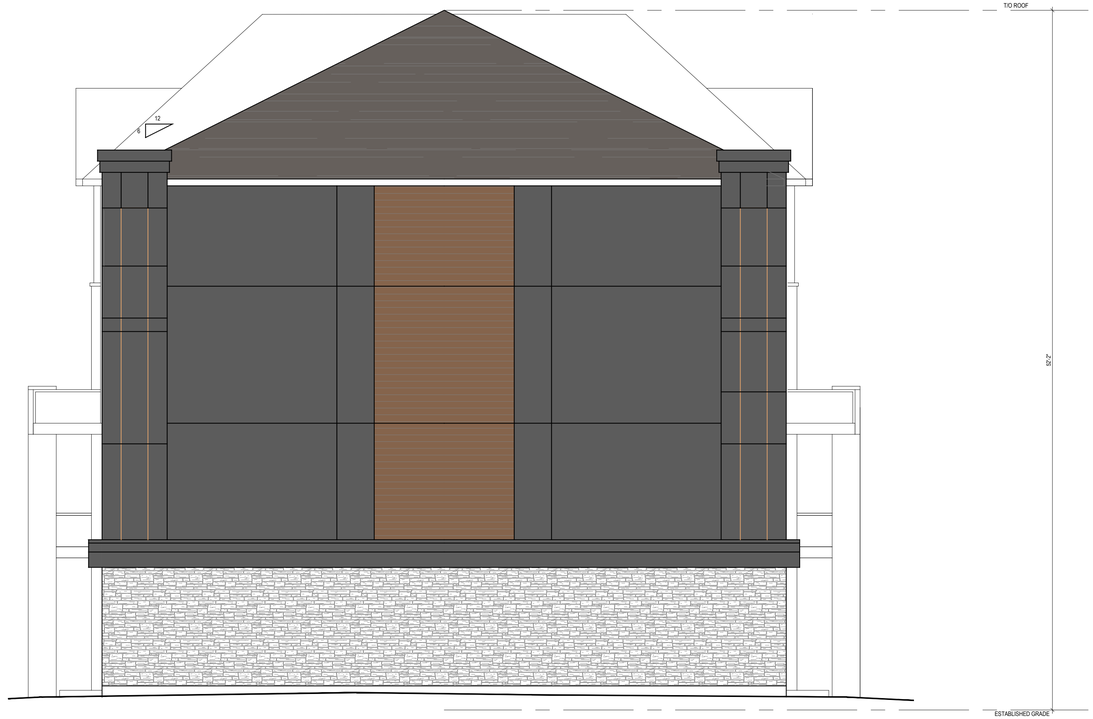
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1 / - BLDG C - NORTH ELEVATION

3/16"=1'-0"



1 / - BLDG C - SOUTH ELEVATION

3/16"=1'-0"

COLOUR PALETTE		
MATERIAL/ITEM (SUPPLIER)		COLOUR
BRICK		LIGHT BROWN
STONE		LIGHT GREY
PORCELAIN TILE 1 (PT1)		LIGHT BROWN
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VALERY GROUP

VALGO

1320 WHEATBOOM
OAKVILLE, ONTARIO

DRAWING SHEET TITLE

BLDG C
NORTH & SOUTH ELEVATIONS

PROJECT NUMBER	PLOT DATE
24451	2026-03-20

DRAWING SHEET NUMBER

A422

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Colin Westerhof

From: Apoorvya Kapoor <[redacted]>
Sent: Friday, September 12, 2025 10:36 PM
To: Town Clerks
Subject: [EXTERNAL] Regarding VALGO - 1320 Wheat Boom Drive - OPA 1308.07 and Z.1308.07

Follow Up Flag: Follow up
Flag Status: Completed

Dear Town Clerk,

I am writing to formally express my objection to the proposed Official Plan Amendment and Zoning By-law Amendment applications (File Nos.: OPA1308.07, Z.1308.07) concerning the property located at 1320 Wheat Boom Drive, Oakville.
My concerns regarding this proposal, which seeks to develop three stacked townhouse blocks totaling 60 dwelling units exclusively for residential uses in a neighbourhood activity node, are as follows:

- **Lack of Non-Residential Uses**: The proposal to develop exclusively residential uses contradicts the requirement for non-residential uses in a neighbourhood activity node, as stated in the application's description of what is proposed. This could lead to an imbalance in the community and potentially impact local services and amenities.
- **Traffic and Infrastructure Concerns:** An increase in residential density without corresponding non-residential uses could place additional strain on local infrastructure, including roads, parking, and public services, potentially leading to increased traffic congestion in the vicinity of Dundas Street East, Meadowridge Drive, and Wheat Boom Drive.

I urge you and the Town of Oakville to carefully consider these concerns and the potential negative impacts of this proposal on the community. I request that my objection be formally noted as part of the application review process.
Thank you for your time and consideration of this important matter.

Sincerely,
Apoorvya Kapoor
[redacted]

Public Information Meeting Summary
Valgo – 1320 Wheat Boom Drive
May 7, 2025

Overview

A Public Information Meeting (PIM) was held virtually via Zoom on May 7th, 2025. The meeting was attended by MHBC Planning Staff, Councillor Adams, Councillor Lischyna, Town Planner Brandon Hassan, the Developer, and two members of the public.

The meeting began with MHBC providing a brief presentation detailing the proposed development, application timelines, and next steps for approval. Following the presentation, various questions were asked by both Town Councillors, and the members of the public who were in attendance.

Summary of Feedback

The members of the public who were in attendance had comments regarding:

- Building height of the proposed townhouses
- Shadows and privacy impacts
- Traffic, access and parking
- Pedestrian connectivity
- Waste collection
- Snow removal
- Architectural design

Response to Comments

- There is a range and mix of building heights in the surrounding area the site-specific provisions on-site allow for a height up to 5-storeys whereas the proposal is 4-storeys.
- A Shadow Study was not required to be submitted by the Town due to the proposed development being 4-storeys in height. The proposal is not anticipated to have any major shadowing impacts on the surrounding properties.
- A Traffic Impact Study was completed through the Subdivision Application process which reviewed transportation network capacity for a higher unit count compared to the current proposal. An updated Traffic Impact Study will be submitted with the applications to account for recent developments that have occurred since the original Study was completed.
- A Parking Plan was prepared through the Subdivision process which indicates that on street-parking is available surrounding the subject site. Minimal loss of on-street parking is anticipated as part of the development (approximately 1-2 spaces).
- The proposed unit tenure is to be determined and is not a land use planning matter.
- The majority of the parking will be underground. The primary function of at-grade parking would be to encompass the visitor parking and barrier-free parking spaces. There are four (4) pedestrian access-points proposed to the underground parking area, as well as two (2) vehicular entrances.

- Waste collection is proposed on-site via moloks, which will be located central to the site to allow for the bins to be properly accessed and services. A pedestrian plan is enclosed with the submission to show walking distances on site.
- There is existing commercial development located southwest of the site, as well as various other nearby commercial uses that can be access by walking, driving, or transit.
- Snow removal has been considered and will be detailed during the subsequent Site Plan Application process.

Concept Plan Considerations

As a result of feedback and comments received, the following have been updated on the plans:

- The location of the proposed moloks was reviewed to determine optimal placement on-site for resident access. The central location provides the most efficient servicing access for garbage collection vehicles, while providing equal access distance for residents within the proposed three buildings.
- Snow storage was added along the exterior of the subject site adjacent to access points. This will allow the development to operate efficiently for pedestrians and vehicles without impeding access or movement through the site.
- Building A elevations were updated to enhance the visual appearance of the building at the intersection of Wheat Boom and Meadowridge Drive.

North Oakville Secondary Plan

7.2 COMMUNITY VISION

7.2.1 PURPOSE

The community vision and objectives on which the Secondary Plan is based were developed when the North Oakville East lands were designated as "Urban Special Study Area". They have been modified to reflect the results of the Secondary Plan process and are outlined in the following sections.

The community vision and objectives represent expressions of general intent and are not to be interpreted as direct statements of planning policy, rather they form a basis for the policies contained in the Secondary Plan. In particular, it is not proposed that they be applied directly in the evaluation of any development or redevelopment proposal.

7.2.2 VISION

North Oakville's development as an urban community shall reflect Oakville's distinct historical roots and small-town heritage and Trafalgar Township's village rural heritage, with nodal development, prestige industry, and green linkages continuing to define Oakville's unique landscape.

North Oakville should also be forward-looking. It should be a model of smart growth and social diversity. It should enhance the Town's reputation for excellence and its capacity to link the past, present and future.

The design of North Oakville East will generally reflect the "Transect"[1], a system of classification of human habitats from the most rural which is reflected in the natural heritage and open space system, to the most urban conditions, which is reflected in urban core areas. The goal of the transect-based system is to make it possible for North Oakville East to sustain a complete palette of neighbourhoods and employment opportunities.

In keeping with the Transect, North Oakville East is planned as a compact, pedestrian-oriented, urban community containing a broad range of housing opportunities ranging from executive housing on large lots to high rise apartment units.

The character and pattern of the community will be significantly influenced by a planned natural heritage and open space system. This natural heritage and open space system is designed to protect the natural environment, provide a balance between active and passive recreation needs and contribute to the quality of life in North Oakville and the Town as a whole. A key component of the system will be the provision of an opportunity for residents and employees to use an extensive open space trail system.

The natural heritage and open space system helps to create definable neighbourhoods. These neighbourhoods will be known for their walkable streets and their central nodes, which will include civic uses such as a transit stop and mail services, and may include a few small shops and services. These nodes will be popular neighbourhood meeting

[1] The Transect was developed by the firm of Duany Plater-Zyberk & Company

places and will generally be located within a five minute walk of the entire neighbourhood.

The community will be well served by an interconnected transit network which will provide residents and employees opportunities for an attractive alternative travel mode within North Oakville, and connections to the rest of the Town, as well as transit facilities which serve the Region and the Greater Golden Horseshoe.

A business park located along Highway 407 provides a range of employment opportunities to residents of Oakville including prestige employment and office development at Trafalgar Road. The jobs available in the North Oakville East Secondary Plan Area, in combination with those jobs in the North Oakville West Secondary Plan Area, help to create a live-work community.

7.2.3 GENERAL DEVELOPMENT OBJECTIVES

The following general development objectives will guide the future urban development of the Planning Area.

7.2.3.1 Environment and Open Space

a) To establish as a first priority of the Town, a natural heritage and open space system, within the context of an urban setting, the majority of which is in public ownership.

b) To create a sustainable natural heritage and open space system which provides a balance between active and passive recreational needs and links to the existing open space system within the Town.

c) To identify, protect and preserve natural heritage features within the natural heritage component of the natural heritage and open space system and ensure that their use respects their functional role as natural areas within the ecosystem.

d) To incorporate measures intended to achieve the goals of environmental protection and enhancement including energy conservation, greenhouse gas reduction, and increased utilization of public transit.

e) To preserve and protect ESA's, ANSI's, provincially significant wetlands and significant woodlands which form the core of the natural heritage component of the natural heritage and open space system, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long term sustainability of the natural heritage component of the system within the urban context.

7.2.3.2 Residential

a) To create residential communities which complement the existing built form elements that are intended to remain within the community, and incorporate the best community planning and urban design practices available while protecting, enhancing and integrating the area's natural heritage component of the natural heritage and open space system.

b) To establish overall development densities that equal or exceed the density established by the Halton Urban Structure Plan and which are commensurate with the type and frequency of transit service planned for the area.

c) To reflect the land use objectives as set out within the Halton Urban Structure Plan (April 1994).

d) To minimize travel time, traffic, greenhouse gases, servicing costs and energy costs through a variety of mechanisms, and particularly by providing an efficient land use arrangement and a mix of housing forms and tenures.

e) To encourage a closer relationship between the workplace and home through land use planning decisions.

f) To create varied and distinguishable residential neighbourhoods which provide a strong, identifiable sense of place for the residents.

g) To provide for a variety of residential densities and unit types throughout the planning area, responding to the varied needs of the future population, while directing the highest densities and intensity of use to the Trafalgar Road Corridor in support of a broad range of services including high frequency transit, shopping, personal services and community facilities.

7.2.3.4 Urban Design

a) To provide integrated community design that coordinates land use, the natural heritage and open space system, the street network and built form to reinforce the community vision.

b) To integrate important views and vistas of the natural heritage and open space system within community design.

c) To create an urban fabric characterized by a connected street system that is responsive to the natural heritage and open space system and existing land uses.

d) To promote building design variety that promotes an active, safe pedestrian realm within the streetscape.

e) To design street sections that promote a sense of scale and provide for pedestrian comfort.

f) To promote building forms that address the street and minimize the impact of garages and service areas on the streetscape.

g) To encourage mixed use development along strategic corridors and at neighbourhood centres.

h) To create retail and service commercial development that has a strong relationship to streetscapes and major pedestrian ways.

i) To integrate community and institutional uses at landmark locations.

j) To promote a variety of housing with diverse architecture.

k) To create high quality employment areas which are easily accessed by trucks and other vehicular traffic, as well as transit, bicycles and pedestrians.

7.2.3.5 Transportation

a) To create a system of roads and transportation corridors which promotes the safe, efficient circulation of traffic including transit and non-vehicular traffic.

b) To establish an efficient and linked, safe pedestrian movement system (cycleways and walkways) along with an appropriate distribution of land uses so that residents do not need to rely on the automobile to meet the recreational, shopping and commuter needs of daily life.

c) To establish a transportation system that complements and supports the existing and future urban structure and land use pattern.

d) To promote transit opportunities through community design, including a "transit first" policy to ensure that development including the phasing of development, proceeds in a manner which will be supportive of the early provision of transit services.

e) To explore all modes of transportation including the use of HOV lanes, express bus lanes and transit rights-of-way on the existing and future road network in Oakville, as well as other innovative approaches to transit.

f) To plan residential development and its road network so that residents are predominantly within a 400 metre walking distance of transit services.

g) To promote both local and higher order transit opportunities through land use arrangements, building orientation and streetscape design.

7.2.3.6 Servicing

a) To provide for water and wastewater services, together with storm drainage works, reflecting the requirements of the various levels of government and minimizing their impact on the natural environment.

b) To ensure that the development industry absorbs its share of the cost in the provision of the necessary infrastructure.

7.3 COMMUNITY STRUCTURE

7.3.1 PURPOSE

Figure NOE1, the Community Structure Plan, establishes a range of components which define the general arrangement of land use and activity for the Planning Area.

Each component of the Community Structure Plan has its own function which is described in the following sections, together with the ultimate population, housing and employment targets.

7.3.6 POPULATION/HOUSING TARGETS

7.3.6.1 Population

The North Oakville East Planning Area capacity or ultimate population target, which may not be achieved within the 2021 planning period, is a population of between 45,000 and 55,000 at an overall density that equals or exceeds the requirements of the Halton Urban Structure Plan of 30 units per hectare on a net basis as defined in Section 7.10.13 of this Secondary Plan. The achievement of these targets on a yearly basis shall not be required, however, the Town will review the achievement of the targets every five years and will monitor on an annual basis. Further, the total population target which will be achieved in North Oakville will reflect the population target for North Oakville East in combination with the population target for North Oakville West established in the North Oakville West Secondary Plan. The total of these two targets will fulfill the population target of Official Plan Amendment No. 198.

7.3.6.2 Housing Mix Target

a) The housing unit mix targets for the ultimate development of North Oakville East, which may not be achieved within the 2021 planning period, are outlined below and for each density type a target range is provided. The achievement of a housing mix which lies between the target ranges on a yearly basis shall not be required, however, the Town will review the achievement of the targets every five years and will monitor on an annual basis. Any such review shall not result in a reduction of the population target contained in Section 7.3.6.1 or the population related component of the employment target. Sections 7.9.5.2 and 7.9.5.3 of this Plan set out the Monitoring Program and Monitoring Report requirements.

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

b) The Town will also seek to encourage a balance between rental and ownership housing in accordance with the policies of Part C, Section 3 of the Official Plan.

7.4 SUSTAINABLE DEVELOPMENT STRATEGY

7.4.1 PURPOSE

In keeping with the objectives of this Secondary Plan, the Town of Oakville is committed to the principle of sustainable development[2] in the development of North Oakville East.

The Sustainable Development Strategy provides policies with respect to the implementation of this principle as it relates to development form, and specifically to the protection, conservation and enhancement of air, water and ecological features and functions, energy and other resources, and heritage resources.

7.4.2 DEVELOPMENT FORM

The North Oakville East Secondary Plan has been based on a conceptual design which maximizes the potential for sustainable development through such features as mixed use development, a modified grid road system which enhances the opportunity to provide transit, and a Natural Heritage and Open Space System.

In addition to the general direction implicit in the Plan, the Town will actively encourage development which is specifically based on the principle of sustainable development, including the development of Town facilities. The Town will also work with other public agencies to encourage them to follow these principles. Such development will be designed to:

a) reduce the consumption of energy, land and other non-renewable resources;

b) minimize the waste of materials, water and other limited resources;

c) create livable, healthy and productive environments; and,

d) reduce greenhouse gases.

7.4.3 AIR/ENERGY EFFICIENCY

The Town recognizes that air quality in North Oakville East will be significantly influenced by air pollutant emissions from outside the area. However, the Town will work to improve air quality and energy efficiency in North Oakville East:

a) by directing through the Secondary Plan policies, and their implementation, through the evaluation of development applications, and through the initiation of municipal programs and works, consideration of the following land use and transportation strategies to minimize the amount of vehicular travel and emissions:

[2] The Bruntland Commission (1983) defined sustainable development as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

i) concentrate activity centres such as places of worship, recreation centres and schools;

ii) encourage mixed-use development;

iii) encourage increased density near transit stops/stations and along transit routes commensurate with the type and frequency of transit service planned for that area and/or corridor;

iv) provide pedestrian and bicycle facilities;

v) ensure an interconnected street network;

vi) develop a strategy for the provision of public parking facilities at key locations; and,

vii) provide convenient and efficient transit service.

b) by directing where the Town has jurisdiction, including through its engineering standards, and encouraging where it does not, measures to reduce the "urban heat island effect" including installation of reflective (or high albedo) roofs, installation of green roofs, increasing the reflective nature of pavement and planting of shade trees; and,

c) by encouraging at the development application stage, the reduction of energy and residential combustion emissions through a range of approaches including the development of R-2000 homes and similar commercial construction standards such as LEED or other published standards, the incorporation of Energy Star appliances, the physical layout of the plan having regard to energy conservation, and buildings powered by renewable energy sources, both passive and active.

7.4.4 APPLICATION REVIEW

a) Development which incorporates initiatives to reflect the principle of sustainable development, including three or more matters set out in Section 7.4.4 b)i) and b)ii) or other initiatives, may proceed as soon as servicing can be made available, regardless of the development phase in which it is located, subject to approval by the Town and the Region of Halton.

b) Such development must comply with the other policies of this Plan and shall also:

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

1) the incorporation of alternative energy systems including the use of renewable energy resources and/or district energy facilities; and/or,

2) minimizing energy needs and flat-lining the energy profile of the design of the neighbourhood or development.

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

1) utilizing the standard for residential construction at a minimum of R-2000 and for commercial buildings, similar commercial construction standards such as LEED or other published standards;

2) incorporating opportunities for efficiencies through orientation and the use of passive solar energy and landscaping options;

3) incorporating the potential for future alternative uses and life stages in building design;

4) maximizing opportunities for waste reduction, reuse and recycling in the construction process, building design and community design;

5) maximizing opportunities for stormwater and grey water reuse including the use of permeable materials for the surfaces of parking lots and internal driveways/roads;

6) maximizing opportunities for application of stormwater management at the site level;

7) incorporating water conservation measures in all buildings and landscaping; and,

8) incorporating measures to reduce the "urban heat island effect" including installation of reflective (or high albedo) roofs, installation of green roofs, increasing the reflective nature of pavement and planting of shade trees.

7.4.5 WATER MANAGEMENT

The management of water resources within the North Oakville East Planning Area shall be undertaken in accordance with the directions established in the North Oakville Creeks Subwatershed Study. No amendments to the Secondary Plan shall be required to implement the recommendations of the Subwatershed Study or for changes to the number or location of stormwater management facilities in accordance with the policies of Section 7.6.2.2 a) of this Plan.

It is an objective of the Town that there be no net increase in phosphorus loadings as a result of development. It is recognized that this objective is achieved by requiring stormwater management ponds in North Oakville East to meet the MOE's Enhanced (Level 1) Guidelines. Provided the MOE's Enhanced (Level 1) Guidelines are met, there is no requirement to further analyze the total phosphorus during development approval.

Further, prior to draft approval of plans of subdivision, Environmental Implementation Reports will be required for each subcatchment area (See Appendix 7.2) in which they

are located, in accordance with the policies in Section 7.8.3 a). The Environmental Implementation Reports, in concert with the North Oakville Creeks Subwatershed Study, fulfill the EIS requirements of the Region of Halton Official Plan.

7.5 COMMUNITY DESIGN STRATEGY

7.5.1 PURPOSE

This section outlines general design policies for North Oakville East, as well as specific policies for the Neighbourhoods as designated on Schedule NOE1, and the Trafalgar Urban Core Area, Neyagawa Urban Core Area, the Dundas St. Urban Core Area, Employment Districts, and existing development.

7.5.2 MASTER PLAN

a) The North Oakville East Master Plan in Appendix 7.3 to the Official Plan is intended to illustrate graphically the design of the North Oakville East Planning Area and how the policies and Figures of the North Oakville East Secondary Plan are to be implemented. The spacing, function and design of intersections of Local Roads with Major Arterial/Transit Corridors (i.e. Regional arterials) shown on Appendix 7.3 have not been approved by the Region, and such intersections shown on Appendix 7.3 and on any subsequent area design plan, plan of subdivision, or other development plan, are subject to Regional approval.

b) Prior to the commencement of the development of any:

i) neighbourhood in accordance with the neighbourhood boundaries established on Figure NOE1 and, where applicable, the portion of the Dundas Urban Core that abuts the neighbourhood;

ii) sub-area within the Trafalgar Urban Core Area identified on Figure NOE1, except that lands in any sub-area on one side of Trafalgar Road may proceed independently of the lands in that sub-area on the other side of Trafalgar Road;

iii) part of the Neyagawa Urban Core Area; or

iv) sub-area within the Employment Area or the Transitional Area identified by the Town, in consultation with all affected landowners, based on boundaries created by Arterial, Avenue or Connector roads or natural features, provided that a sub-area may include adjacent Employment and Transitional Areas.

The Town shall determine, after consultation with all affected landowners in the specific area, whether proposed plans of subdivision or other development plans for the affected lands are generally consistent with the Master Plan in Appendix 7.3. Where such plans are determined to be generally consistent with the Master Plan, development may be permitted to proceed without the preparation of an area design plan.

c) The Town shall require the preparation of an area design plan to the satisfaction of the Town, prior to draft plan approval or approval of other development plans in a specific area identified in subsection b), where:

i) proposed plans of subdivision or other development plans for the area are not generally consistent with the Master Plan in Appendix 7.3;

ii) the Town after consultation with all affected landowners, determines that an area design plan is required to address coordination issues between landowner plans;

iii) the Town, after consultation with all affected landowners, determines that an area design plan is required to address coordination issues between areas identified in 7.5.2 b) i) to iv); or

iv) any significant development is proposed in the Transitional Area designation.

d) The area to be addressed by the area design plan will include, as applicable, one or more of the areas identified in subsection b).

e) The area design plan will be designed to demonstrate conformity with the policies and Figures of the Secondary Plan and will provide details including:

i) the size and location of schools, neighbourhood parks, village squares and urban squares;

ii) the location, size and general configuration of stormwater management ponds;

iii) the detailed road pattern;

iv) the specific boundaries of neighbourhood land use categories and other designations;

v) the density and distribution of housing types;

vi) how the proposal addresses the Town's Implementation Strategy;

vii) the location, alignment and boundaries of Medium Constraint Streams;

viii) co-ordination with land uses and road patterns for lands outside, but adjacent to the lands which are the subject of the area design plan; and

ix) the requirements for Transitional Areas as set out in Section 7.6.9.3 a).

f) Such area design plans shall be prepared in accordance with terms of reference approved by the Town and the applicant(s), by a consultant approved by the Town and the applicant(s), and retained by, and at the cost of, the applicant(s).

g) In the preparation of the terms of reference, the Development Review provisions of Section 7.8 of this Plan will be used as a guide.

h) A proposed plan of subdivision or other development plan shall be considered to

be inconsistent with the Master Plan, as referenced in subsection c) i), if it does not conform to the General Design Directions in Section 7.5.4, or results in coordination issues between areas identified in subsection b. The following will generally not be considered to be inconsistent with the Master Plan, provided that the Town determines that the plan of subdivision or other development plan conforms with the policies and Figures of the Secondary Plan:

i) modifications to, or relocations of portions of the road pattern;

ii) modifications to Medium or Low Constraint Stream Corridors or Hydrologic Features "A" and "B";

iii) relocation of public facilities including parks, schools and stormwater ponds; or

iv) reconfiguration of the neighbourhood land use categories generally in accordance with the neighbourhood land use category requirements of Table 1. However, any reconfiguration of neighbourhood land use categories proposed by a plan of subdivision or other development plan that necessitates significant changes to the distribution of neighbourhood land use categories on other land ownerships, in order to maintain general conformity with Table 1, will require the preparation of an area design plan.

i) The approval of an area design plan by the Town shall not require an amendment to this Plan.

7.5.3 DESIGN GUIDELINES

Urban Design and Open Space Guidelines, which will include guidelines with respect to matters set out in Section 7.5 as well as heritage resources, will be prepared by the Town as part of the North Oakville East Implementation Strategy prior to the approval of any development applications. All development applications will be evaluated by the Town to ensure that they are consistent with the Urban Design and Open Space Guidelines.

7.5.4 GENERAL DESIGN DIRECTIONS

a) All development, particularly in the Urban Core Areas, Neighbourhood Centre and General Urban Areas, shall be designed to be compact, pedestrian and transit friendly in form. Mixed use development will be encouraged.

b) A hierarchy of civic, institutional and commercial uses shall be established in locations which form part of mixed use areas (rather than isolated in single-use complexes) which allow them to serve as focal points for the Planning Area as a whole, neighbourhoods and sub-neighbourhoods. In particular, the ordinary activities of daily living shall occur within walking distance of most dwelling units.

c) Development shall be based on a modified grid road system with interconnected networks of roads designed to disperse and reduce the length of vehicular trips

and support the early integration and sustained viability of transit service. For local roads not shown on Figure NOE4, the modified grid road system will respond to topography and the Natural Heritage System component of the Natural Heritage and Open Space System. Cul-de-sacs will generally be permitted only when warranted by natural site conditions

d) The Natural Heritage component of the Natural Heritage and Open Space System forms a central feature of the Planning Area and the development form should reflect this fact. In addition, an associated comprehensive, interconnected system of trails will be developed which will generally reflect the major trail system on Figure NOE4.

e) Public safety, views and accessibility, both physically and visually, to the Natural Heritage component of the Natural Heritage and Open Space System, as well as to parks, schools and other natural and civic features, will be important consideration in community design. This will be accomplished through a range of different approaches including, but not limited to, the use of single loaded roads, crescent roads, combining public open space with other public or institutional facilities (e.g. school/park campuses, easements, stormwater ponds adjacent to the Natural Heritage component of the System) and the location of high density residential and employment buildings. With respect to the Natural Heritage component of the Natural Heritage and Open Space System, priority will be given to maintaining views and accessibility at key trail access points where Arterial, Avenue and Connector roads are adjacent to the System. Where there is no significant Natural Heritage edge exposed at Arterial, Avenue or Connector roads, Neighbourhood Parks, Village Squares or local roads will be encouraged to provide access and visibility.

With respect to other public facilities particularly schools and parks, of the total linear perimeter distance around such uses in the order of 50% of the perimeter will be bounded by a combination of roads and open space which will allow public access or, at a minimum private open space which will allow significant views of the feature or facility. Where only road frontage is provided the frontage shall be in the order of 40% of the perimeter of the features and facilities.

f) Parks, neighbourhood activity nodes, and other civic areas will serve as central "meeting places" for residents, particularly within neighbourhoods and sub-neighbourhoods

g) Building densities and land uses designed to support the use of transit and the level of transit service proposed for specific areas shall be located within walking distances of transit stops and lines.

h) The incorporation of cultural heritage resources into the community, including their use and adaptive reuse, shall be encouraged.

i) The location of *active transportation* facilities should conform with Schedule D, Active Transportation Plan, to the Livable Oakville Plan, recognizing that the alignments are diagrammatic. An official plan amendment will not be required for changes to the alignments of *active transportation* facilities provided that the general intent and purpose of Schedule D to the Livable Oakville Plan is

7.5.5 STREETSCAPE

The streetscape consists of streets and public frontages. The streets provide the traffic and parking capacity. The public frontages provide for pedestrian circulation and contribute to the character of the streetscape. The design of the streetscape is defined by the type of sidewalk, curbing, planters and street trees. The policies of Section 7.7.2 of this Plan provide detailed direction with respect to the design of typical streets, while the Urban Design and Open Space Guidelines will address directions for public frontages and other design treatments.

The Urban Design and Open Space Guidelines will establish five types of streets with respect to typical design treatment. Variations may be considered by the Town based on circumstances such as topography, proposed abutting land use, relationship to the Natural Heritage and Open Space System and achievement of other design objectives:

7.5.5.1 Arterial/Transit Corridors

Arterial/Transit Corridors as designated on Figure NOE4 are high capacity roads which serve as major gateways into the community, including both the Town as a whole, and North Oakville East. A balance must be achieved between their transportation function, including accommodation for transit, and their ability to provide access to flanking land uses, and to act as socially vibrant public space. To assist in achieving this balance, these streets will have the highest form of design treatment, including wide sidewalks, special tree and feature planting, paving, lighting and signage design.

7.5.12 NEIGHBOURHOODS

Figure NOE1 identifies the neighbourhood structure for North Oakville East. Each neighbourhood will have distinctive characteristics, but with the following common features:

a) Each neighbourhood will include at its centre, approximately a five minute walk from most areas of the neighbourhood, a neighbourhood activity node which would include a transit stop and other public facilities which serve the neighbourhood such as central mail boxes or mail pickup facilities. In addition, convenience commercial facilities or similar uses will be encouraged to locate at the neighbourhood activity node.

b) Neighbourhoods shall be primarily residential in character, but will include mixed use development including commercial, institutional, live-work and civic facilities;

c) Within neighbourhoods, a range of lot sizes, building types, architectural styles and price levels shall be provided to accommodate diverse ages and incomes;

d) The Town shall work with the School Boards to try to ensure that elementary schools are located to allow as many children within a neighbourhood as possible to walk or bicycle to them; and,

e) A range of open space including parks, squares and playgrounds shall be distributed through a neighbourhood in locations which are easily accessible and which can act as “meeting places” for residents.

bicycle linkages.

7.6 LAND USE STRATEGY

7.6.1 PURPOSE

The land use designations on Figure NOE2 establish the general pattern of development for the existing and future use of the North Oakville East Planning Area during the planning period. The policies for these designations are set out in this section.

7.6.7 NEIGHBOURHOOD AREA

a) Purpose
The Neighbourhood Area designation on Figure NOE2 is applicable to areas intended for the development of residential neighbourhoods. Each neighbourhood is identified on Figure NOE1. The neighbourhoods will each include a neighbourhood central activity node, a five minute walk from most residences, which will include public facilities that serve the neighbourhood. Live/work units and limited commercial uses will also be encouraged to locate in this area.

b) Land Use Policies
Each neighbourhood will be developed with a mix of development based on the following land use categories. The land use categories, Neighbourhood Centre, General Urban and Sub-urban, shall be represented in each neighbourhood, with the exception of Neighbourhood 14, generally in accordance with the percentages in Table 1 to this Secondary Plan.

The land use categories, High Density Residential, Neighbourhood Centre and General Urban, shall be represented in Neighbourhood 14 such that development results in a total number of units and population equal to or greater than 800 units and a population of approximately 2,000.

Notwithstanding the foregoing, development utilizing a land use category distribution which results in densities less than those required by Table 1 will generally not be permitted, but development which utilizes a land use category distribution resulting in increased densities may be permitted subject to conformity with the policies of this Plan.

7.6.7.1 Neighbourhood Centre Area

a) Purpose
The Neighbourhood Centre Area land use category on Appendix 7.3 will generally be used for areas located central to each neighbourhood. It is intended to accommodate a range of medium density residential, mixed use, and limited commercial and civic uses focused at a central neighbourhood activity node to serve neighbourhood residents.

b) Permitted Uses, Buildings and Structures

- The permitted uses shall be medium density residential, mixed use, and small scale convenience retail, personal service, restaurants and business activity, as well as public and institutional uses including village squares. Business activity may include a range of small scale uses including offices, medical clinics, workshops for artisans and artists' studios.

- Permitted uses shall be primarily located in mixed use or medium density residential buildings. Both mixed use and single use buildings shall be permitted and this may include convenience commercial buildings in accordance with the provisions in Subsection c) below.

- Notwithstanding the above, a minimum of one mixed use or non-residential building, in accordance with the provisions in Section 7.6.7.1.c) is required at the intersection of each neighbourhood activity node identified on Figure NOE1.

c) Land Use Policies

- Mixed-use development will be focused at neighbourhood activity nodes, identified on Figure NOE1, which will include a transit stop and other public facilities which serve the neighbourhood such as central mail boxes, or mail pickup facilities. In addition, convenience commercial facilities or similar uses will be encouraged to locate in these areas.

- A mix of uses shall be permitted at the following heights and densities:

  - Minimum density - FSI of 0.5 for mixed use;
  - Maximum density - FSI of 2 for mixed use;
  - Minimum density - 35 units per net hectare for residential;
  - Maximum density - 150 units per net hectare for residential;

  - Minimum height - 2 storeys; and,
  - Maximum height - 6 storeys.

- The zoning by-law shall establish minimum and maximum setbacks and implement densities and other standards to ensure that development achieves the minimum standards required as a basis for the creation of this centre area. In particular, on-street parking will be permitted and may be utilized to meet parking standards for commercial and other non-residential development, and in such circumstances, live/work buildings may require no additional parking for the "work" component.

- The Town will require that a variety of building types be developed throughout the Neighbourhood Centre Area land use category in each neighbourhood. The location of building types shall be controlled through the zoning by-law. In this context, notwithstanding the permitted uses and maximum permitted density and height, consideration may be given by the Town to limited areas of housing, which may include public, convenience commercial or similar uses on the ground floor, with a minimum density of 150 units per net hectare and a maximum density of 250 units per net hectare located in proximity to the Core Preserve Area. However, the Town shall be satisfied that the development is appropriate to the context and may require the submission of studies, models and/or plans which address that consideration. In addition, the Town shall be satisfied that the total number of units and population for the plan of subdivision is the same as, or greater than, that which would be required by land use category distribution in Table 1.

Table 1 Neighbourhood Land Use Category Requirements			
Neighbourhood	Neighbourhood Centre Area	General Urban Area	Sub-urban Area
1	26%	47%	27%
2	36%	56%	8%
3	10%	90%	0%
4	15%	57%	28%
5	15%	56%	29%
6	12%	51%	37%
7	10%	76%	14%
8	15%	63%	22%
9	12%	82%	6%
10	9%	62%	29%
11	9%	53%	38%
12	16%	84%	0%
13	2%	23%	75%
14	See Section 7.6.7.4 (minimum of 800 units and 2,000 population)		

Avenue/ Transit Corridor	• Serves mainly intermediate volumes of intra-neighbourhood/ district travel • Accommodates local transit • Connects Urban Centres Areas and serves as major internal connector for Urban Core Areas • Distributes traffic to and from Major and Minor Arterial / Transit Corridors	• Direct access from abutting properties will be permitted, although there may be restrictions in specific locations related to specific forms of development or the use of alternative designs. • Up to 4 travel lanes, • Provision for on-street parking on two sides in most cases, except in Employment Areas where there is provision for parking on one side only and in the Natural Heritage System Area where no parking will be permitted. • Transit supportive land uses to be encouraged along ROW • ROW shall be kept to a minimum and shall not exceed a maximum of 24 metres and more typically will have a ROW of 22 metres, except at approaches to major intersections where medians and/or additional lanes are required

7.7.2.2 Transit

a) The Town will work with the Region of Halton and the Province of Ontario to develop a system of transit services for the Planning Area. The transit system will provide a range of options for transit service for the residents and employees. In particular:

ii) The Town will implement local transit that will serve and link the Neighbourhood Activity Node of each neighbourhood as designated on Figure NOE1.

iii) There will be a transit stop at the centre of each neighbourhood. Additional stops will be located so that all residents and employees are predominantly within 400 metre walking distance of a transit stop;

7.10 IMPLEMENTATION AND INTERPRETATION

7.10.2 ZONING BY-LAW

This Secondary Plan will be implemented by appropriate amendments to the Town's zoning by-law in accordance with the policies of this Secondary Plan and Part F, Section 1.3 of the Official Plan, in conjunction with draft plans of subdivision or other specific development applications. With respect to the bonus provisions of Section 1.3 b), in addition to the matters listed, bonusing for development in the Trafalgar Urban Core may be considered for the provision of urban squares where the provision of such facilities would exceed the 5% parkland dedication requirements, municipal parking structures, underground parking, structured parking, and enhanced streetscape facilities. However, the maximum height of any building in Trafalgar Urban Core Area, including any bonus for height, shall be 30 storeys.

7.10.6 SITE PLAN CONTROL

All lands in the Planning Area shall be designated as a site plan control area. The provisions of the Planning Act with respect to site plan control may be used for all uses. The site plan control by-law shall establish circumstances where development is to be exempt including low density development and freehold townhouses which are subject to the subdivision approval process or site alteration permit process. Site plans will be reviewed in relation to the Urban Design and Open Space Guidelines which will be developed as part of the Secondary Plan Implementation Strategy.

Zoning By-law 2009-189

2.1 Zones *(2012-001), (2013-065)*

This By-law establishes the following *zones* and places all lands subject to this By-law in one or more of the following *zones*:

Table 2.1.1: Zones in the North Oakville Zoning By-law

Zone	Symbol	Uses / Standards (non-operative)
Trafalgar Urban Core	TUC	5.1 and 7.1
Dundas Urban Core	DUC	5.1 and 7.2
Neyagawa Urban Core Area	NUC	5.1 and 7.3
Palermo Village North Urban Core	PUC	5.1 and 7.4
Neighbourhood Centre	NC	5.1 and 7.5
General Urban	GU	5.1 and 7.6
Sub-urban	S	5.1 and 7.7
High Density Residential	HDR	5.1 and 7.8
Light Employment	LE	5.1 and 7.9
General Employment	GE	5.1 and 7.10
Service Area - Employment	SA	5.1 and 7.11
Institutional	I	5.1 and 7.12
Future Development *(2022-007)*	FD	5.1 and 7.13
Natural Heritage System	NHS	5.1 and 7.14
Cemetery	CE	5.1 and 7.15
Park	P	5.1 and 7.12
Stormwater Management Facility	SMF	5.1 and 7.12
Automotive Service	AS	5.1 and 7.17

Neighbourhood Centre (NC) Zone

7.5 Neighbourhood Centre (NC) Zone Regulations

7.5.1 Uses Permitted

See Section 6.

7.5.2 Building Types Permitted and Related Standards

Building Type	Min. Floor Space Index / Density	Max. Floor Space Index / Density	Min. Lot Frontage (A)	Min. Lot Depth (B)	Min. Interior Side Yard Setback One Side (C)	Min. Interior Side Yard Setback Opposite Side (D)	Min. Flankage Setback (E)	Min. Rear Yard Setback (F)
• *Mixed use building;* • *Office building;* • *Institutional building;* • *Parking garage;* • *Commercial building;* • *Commercial / residential building*	0.5	2	n/a	n/a	0 m	0 m	2 m	0.75 m
Apartment	35 residential units per *Net hectare*	150 residential units per *Net hectare*	n/a	n/a	0 m	0 m	2 m	0.75 m
Triplex	n/a	n/a	10 m	23 m	1.5 m	1.5 m	2 m	0.75 m

Neighbourhood Centre (NC) Zone

7.5.2 Building Types Permitted and Related Standards

Building Type	Min. Floor Space Index / Density	Max. Floor Space Index / Density	Min. Lot Frontage (A)	Min. Lot Depth (B)	Min. Interior Side Yard Setback One Side (C)	Min. Interior Side Yard Setback Opposite Side (D)	Min. Flankage Setback (E)	Min. Rear Yard Setback (F)
Townhouse dwelling Unit Street Access *Private garage*	n/a	n/a	4.9 m/unit	23 m	Interior Unit 0.0 m	Interior Unit 0.0 m	2 m	6 m
Townhouse dwelling Unit lane access	n/a	n/a	5.5 m/unit	17 m	Exterior Unit 1.2 m	Exterior Unit 1.2 m		0.75 m
Townhouse dwelling Unit Back to Back	n/a	n/a	5.5 m/unit	12 m				0 m

7.5.3 Front Yard Setback by Permitted Yard Types

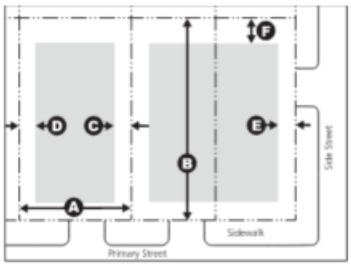
7.5.3.1 Townhouse Dwelling or Apartment

Minimum Setback

Common Yard	2.5 m
Porch Yard	2.5 m
Inset Porch Yard	2.5 m
Stoop Yard on *lots* accessed by a rear *lane*	1.5 m

7.5.3.2 All Other Buildings

Minimum *Setback*	0 m



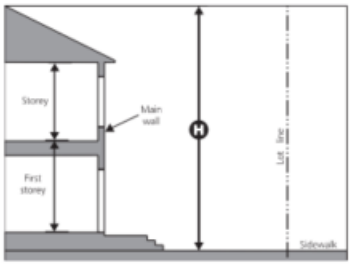
The grey represents potential building area. The internal dashed line represents the maximum yard.

7.5.4 Permitted Yard Encroachments

See Section 4.21.

7.5.5 Height

(H) Minimum *height*, other than *accessory buildings* and *structures* - 2 *storeys*
Maximum *height* - 5 *storeys*



Height is measured to the tallest point of a building.

Special Provisions

98	**Argo (Joshua Creek) Developments Ltd. (Part of Lot 8, Concession 1, NDS)**	Parent Zone: NC
Map 12(6)		(2021-040)

8.98.1 Only Permitted Building Type		
The following *Building Types* are the only *Building Types* permitted:		
a)	*Mixed use building*	
b)	*Office building*	
c)	*Institutional building*	
d)	*Commercial building*	
e)	*Commercial/residential building*	
8.98.2 Zone Provisions		
The following regulations apply to all lands identified as subject to this Special Provision:		
a)	Minimum *height*	4 *storeys* and 13 m
b)	Maximum *height*	6 *storeys* and 20 m
c)	Minimum *height* of the *first storey.*	4.5 m

REPORT

Planning and Development Council

Meeting Date: April 20, 2026

FROM:	Planning and Development Department
DATE:	April 7, 2026
SUBJECT:	**Recommendation Report, Zoning By-law Amendment, 3000 Sixth Line and 21 Dundas Street West, File No. Z.1316.12**
LOCATION:	3000 Sixth Line and 21 Dundas Street West
WARD:	Ward 7

RECOMMENDATION

1. That the Zoning By-law Amendment application, submitted by Shoppers Realty Inc. (File No.: Z.1316.12), be approved;

2. That By-law 2026-050, an amendment to Zoning By-law 2009-189, be passed;

3. That the notice of Council's decision reflect that Council has fully considered all of the written and oral submissions relating to these matters and that those comments have been appropriately addressed; and,

4. That, in accordance with Section 34(17) of the *Planning* Act, no further notice is deemed to be necessary.

KEY FACTS

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

- **Location:** The subject property is located on the northwest corner of the intersection of Sixth Line and Dundas Street West and is municipally known as 3000 Sixth Line and 21 Dundas Street West (the "Subject Lands").

- **Policy Context:** The Subject Lands are designated Dundas Urban Core within the North Oakville East Secondary Plan (Figure NOE2 – Land Use Plan).

- **Zoning:** The Subject Lands are zoned H5-DUC sp:1 (Dundas Urban Core), subject to Holding ("H5") Provision and a Special Provision (SP1), and FD (Future Development).

- **Nature of the Application:** The applicant has applied for a Zoning By-law Amendment. The purpose of the application is to amend Zoning By-law 2009-189 (the "Zoning By-law") for the subject property to permit the proposed development and introduce site-specific regulations.

- **Proposal:** The proposal seeks to amend the Zoning By-law to implement a phased residential and mixed-use development consisting of four residential apartment buildings ranging in heights, four townhouse blocks, a shared common amenity area and an interim one-storey non-residential building. A total of 691 dwelling units is proposed when all four phases have been completed.

- **Public Consultation:** The applicant hosted a Public Information Meeting ("PIM") on December 4, 2024, which was attended by six members of the public, Town staff and the Ward Councillors. The Statutory Public Meeting was held on April 22, 2025, and no members of the public provided comments during the meeting. Four written submissions have been received from the public at the time of the writing of this report and are included within Appendix 'E'.

- **Timing:** The Zoning By-law Amendment application was submitted and deemed complete on February 7, 2025. The *Planning Act* provides a 90-day timeline for Council to decide on the application (May 8, 2025), failing which the applicant could have filed an appeal to the Ontario Land Tribunal for non-decision. The applicant chose to work with staff to address outstanding issues rather than appeal the application.

- **Recommendation:** Staff recommends approval of the Zoning By-law Amendment application (By-law 2026-050), since the proposal is consistent with the Provincial Planning Statement, conforms to the Halton Region Official Plan and the North Oakville East Secondary Plan. The application conforms to the Town's policy frameworks and vision for the Dundas Urban Core area and contributes to the achievement of complete communities.

BACKGROUND

The purpose of this report is to provide a full staff review and recommendation on the proposed Zoning By-law Amendment application. A Statutory Public Meeting was held on April 22, 2025. Since the statutory public meeting, the applicant worked with staff on modifying the proposal to address comments and concerns provided by members of the public, Council and Town staff.

A portion of the Subject Lands along Sixth Line was created by a Plan of Subdivision known as Trinison – Timsin Arrassa (24T-05025). The portion of the Subject Lands created by the subdivision of lands is identified as Block 114 in Figure 1 below. The Subject Lands were rezoned through By-law 2010-171 and By-law 2013-065 that implemented the North Oakville East Secondary Plan (the "Secondary Plan").

The remaining portion of the lands are a remnant parcel, as the lands to the west of the subject site were de-facto created by a Plan of Subdivision, as shown in Figure 2 (20M-1139), and remained zoned as Future Development ("FD" zone).

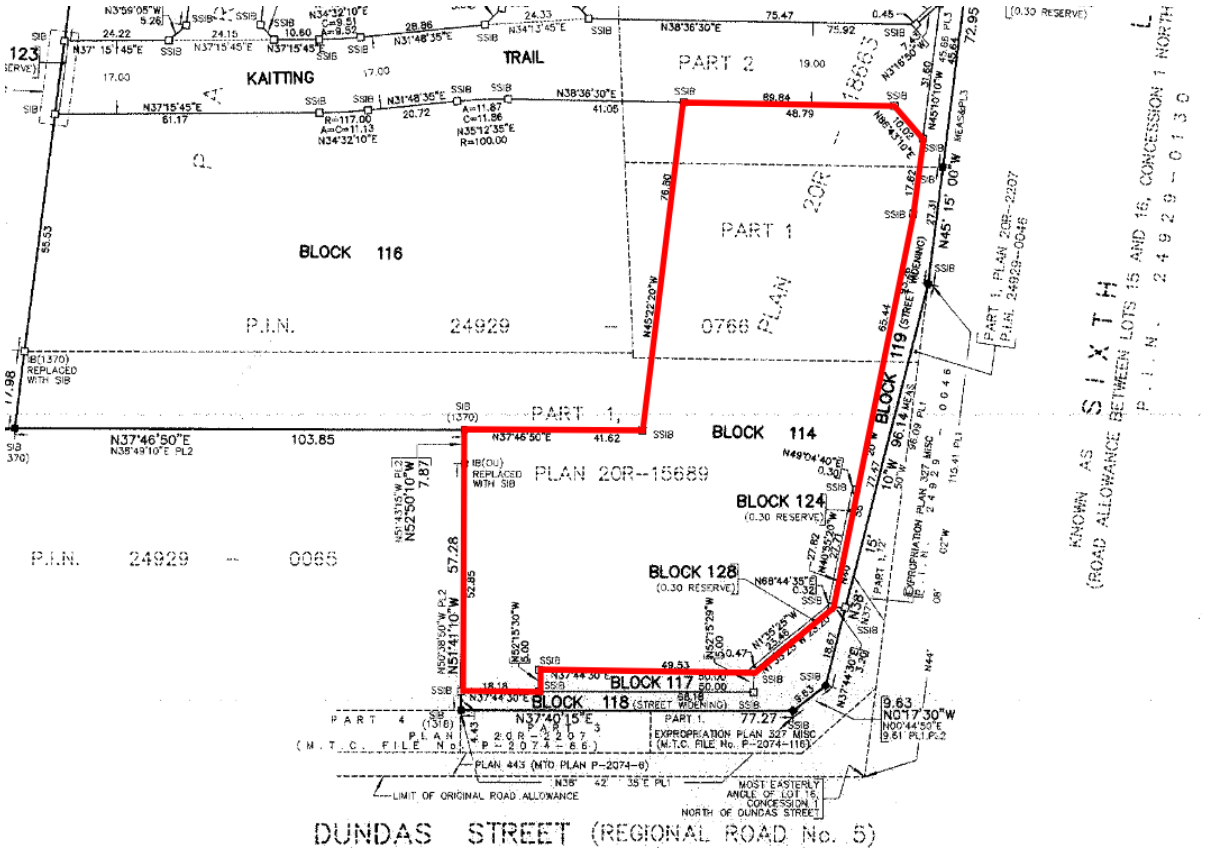


Figure 1: Plan of Subdivision 24T-05025 excerpt (3000 Sixth Line)

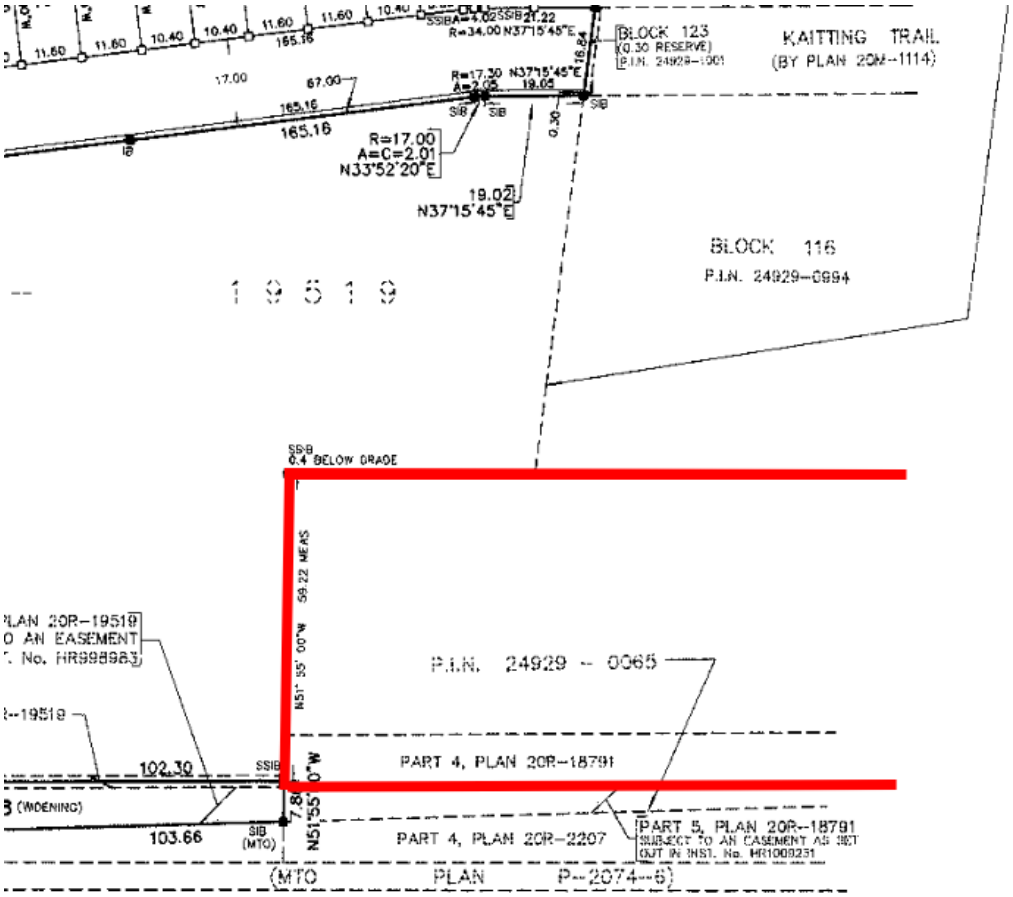


Figure 2: Remnant parcel of land as identified in 20M-1139 (21 Dundas Street West)

The eastern part of the subject property, at the corner of Sixth Line and Dundas Street West, was previously granted final site plan approval to permit a two-storey commercial building comprised of retail at grade with a medical office above. The building was not constructed, and this site plan control approval has since lapsed. The subject property is currently vacant.

Proposal

The applicant has submitted a Zoning By-law Amendment application to rezone the Subject Lands to implement a phased, residential and mixed-use development consisting of four residential apartment buildings ranging in height from eight to nine storeys, four townhouse blocks, outdoor amenity space and an interim one-storey retail building and to introduce site-specific regulations. A total of 691 dwelling units is proposed when all phases have been completed.

The applicant's proposed amendment to the Zoning By-law, will modify the in-effect regulations and replace the existing special provision (SP: 1), by introducing a new consistent zoning classification for the Subject Lands (DUC-1) with site-specific

development regulations and replace the in-effect holding provision ("H5") with refined holding provisions ("H71" and "H72") for the Subject Lands.

The application proposes permissions for the construction of townhouse dwellings with additional site-specific development regulations, as described below:

- To permit townhouse, stacked townhouse and back-to-back townhouse dwellings as an additional permitted building type;
- Introduce locational criteria for permitted building types through modified required setbacks;
- Introduce a new maximum building height;
- Introduce new Floor Space Index (FSI) requirements for the DUC zone;
- Establish minimum and maximum floor area for a commercial building;
- Introduce parking space size requirements for small cars only;
- Introduce *Bicycle Parking Space – Occupant* definition and regulations; and,
- Modify the in-effect holding provision that applies to a portion of the lands and introduce a new holding provision for the remainder of the lands.

The applicant's interim condition and ultimate condition are provided as Figures 3 and 4 below. The proposed phasing plan is included in this report under the analysis section.

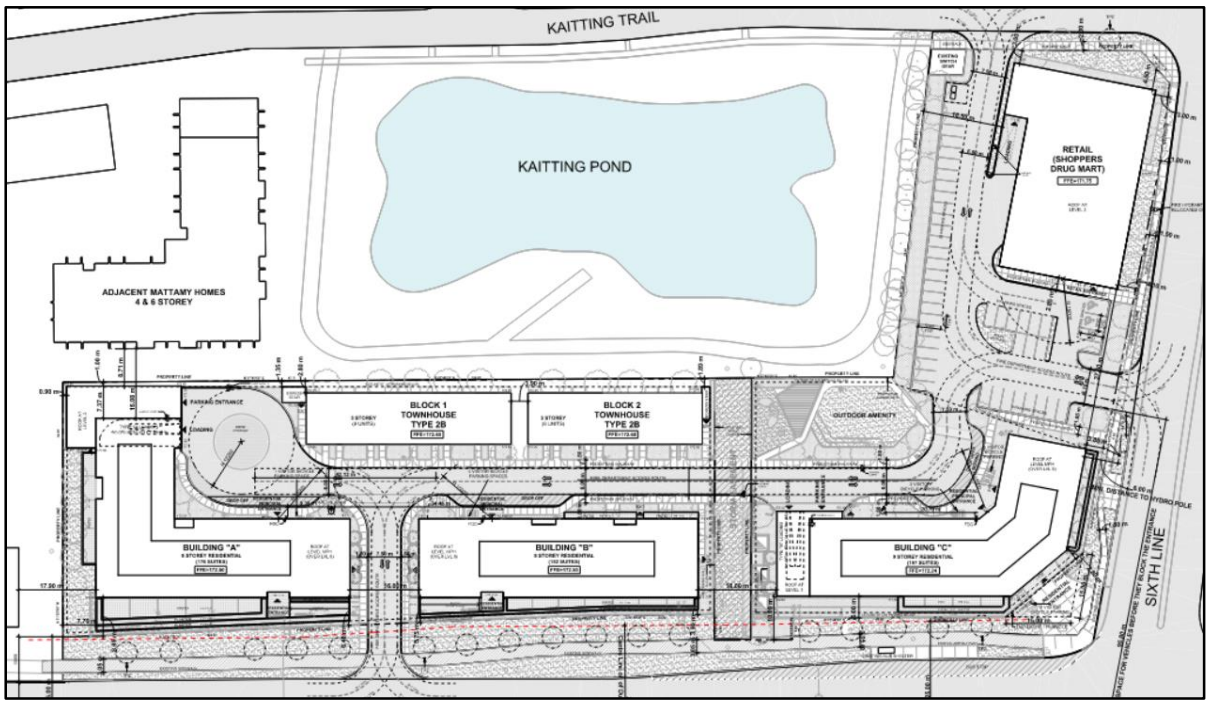


Figure 3: Applicant's interim condition concept plan

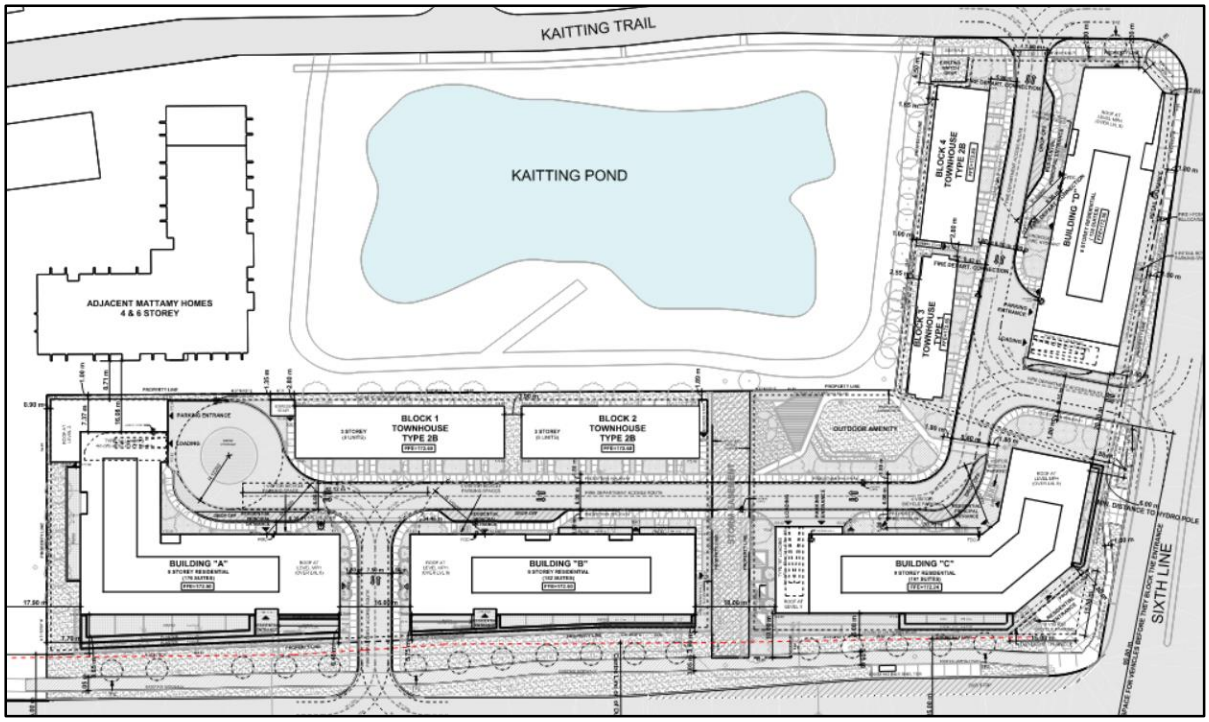


Figure 4: Applicant's ultimate condition concept plan

Location & Site Description

The Subject Lands are located on the northwest corner of Dundas Street West and Sixth Line, south of Kaitting Trail, and east of Preserve Drive. They are approximately 1.76 hectares in size with frontage along Dundas Street West, Sixth Line and Kaitting Trail. An existing stormwater management easement on the lands connects Kaitting Pond to Dundas Street West, within which the Town owns the below grade stormwater infrastructure.

An aerial photo of the Subject Lands is provided as Figure 5 below.



Figure 5: Satellite imagery of the Subject Lands

Surrounding Land Uses

The land uses surrounding the Subject Lands include the following:

North – Stormwater management pond, detached dwellings, townhouse dwellings and Isaac Park
West – Six and eight-storey apartment buildings and townhouse dwellings
South – Dundas Street, beyond which are detached dwellings
East – Sixth Line, beyond which is a designated heritage building (Munn's United Church) and Natural Heritage System ("NHS")

PLANNING POLICY & ANALYSIS

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

- Provincial Planning Statement (2024).
- Halton Region Official Plan (implemented by the Town).

- Oakville Official Plan and North Oakville East Secondary Plan.
- Zoning By-law 2009-189, as amended.

Provincial Planning Statement (2024)

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 Lands are located within a settlement area, which is the focus of growth and development, as provided in Section 2.3.1 of the PPS. Additionally, Policy 2.4.3.1 of the PPS directs intensification along existing and planned frequent transit corridors, such as Dundas Street West. The proposed development provides increased density, a mix of land uses and efficiently uses the infrastructure and public service facilities that are planned or available.

It is staff's opinion that the proposed Zoning By-law Amendment is consistent with the PPS.

Halton Region Official Plan

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

The Subject Lands are designated "Urban Area" and are identified as part of the Primary *Regional Nodes* which is an element of the Regional Urban Structure and forms part of the hierarchy of strategic growth areas. The Urban Area is "…planned to accommodate the distribution of population and employment for the Region and the four Local Municipalities.".

Primary *Regional Nodes* are planned to accommodate growth and typically contain a concentration of transit-supportive high-density uses or perform a regional transit network function. The policies of the Urban Area designation and Primary *Regional Nodes* encourage and supports a form of growth that is compact and transit-supportive, enabling the development of vibrant and healthy mixed-use communities which afford maximum choices for residence, work and leisure.

According to Policy 55.3 of the ROP, Table 2b sets out specific minimum density targets, planned to be achieved and general targets for an overall proportion of residents and jobs to be planned for and achieved over the long-term. Table 2b identifies a minimum density target of 160 residents and jobs combined per hectare and a general proportion of 85% residents to 15% jobs. The proposed development conforms to this minimum density target.

The ROP identifies Dundas Street as a Major Arterial Road and a Higher Order Transit Corridor.

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.

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, as implemented by the Town of Oakville.

2020 Servicing Allocation Program – Water and Wastewater

Halton Region has implemented a servicing allocation program that requires proponents of residential development applications to secure servicing allocation from Halton Region through a formal Allocation Agreement.

The Subject Lands are party to the 2020 Regional Allocation Program.

On June 17, 2020, Regional Council passed By-law 34-20, which confirmed the regional allocation agreement conditions. The requirements have not yet been met and the appropriate financial commitments by all parties are not yet in place. Therefore, a "H" Holding Provision is being applied to the Subject Lands to ensure appropriate allocation is in place.

Halton Region staff advised the Town that they have no objection to the proposal, subject to the inclusion of an "H" Holding Provision to address outstanding allocation, and functional servicing matters. The applicant intends to proceed with the construction of the one-storey commercial building that is not subject to allocation agreement requirements. The "H" Holding Provision to address functional servicing matters would need to be lifted prior to the construction of the commercial building (Phase 1). The "H" Holding Provision for allocation would need to be lifted prior to the development of Phases 2, 3 and 4.

Holding Provision conditions have been included in the implementing by-law (By-law 2026-050) attached as Appendix "A" and will support the ultimate build-out and development of the site.

On this basis, the proposal conforms to the Region of Halton Official Plan.

North Oakville East Secondary Plan

Urban Structure

On September 27, 2017, Council adopted Official Plan Amendment 15 (OPA 15) to the Livable Oakville Plan, OPA 317 to the North Oakville East Secondary Plan and OPA 318 to the North Oakville West Secondary Plan, which established the Town's Urban Structure and applied it to the entire Town. 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 as they are located within the Dundas urban core. Nodes and corridors are key areas of the Town identified as the focus for mixed-use development and intensification.

Land Use Strategy – Dundas Urban Core Area

The North Oakville East Secondary Plan (NOESP) identifies Urban Core Areas as locations for the densest development in North Oakville, accommodating a full range of residential, retail, and service commercial uses in a mixed-use format. The North Oakville East Secondary Plan provides policy frameworks for areas identified as Urban Core. These areas will provide for the densest development and the highest order activities including a full range of residential, retail and service commercial uses to facilitate a mix of uses.

The Dundas Urban Core (DUC) is situated along Dundas Street throughout the Town, except at the northwest corner of Dundas Street East and Ninth Line. It functions as the primary corridor for high and medium density mixed-use development outside the Trafalgar Urban Core, supporting Dundas Street's role as a higher order transit corridor and promoting a compact, walkable community with varied mobility options.

Retail and service commercial uses within the DUC are subject to locational criteria restricting them to intersections with north-south streets — specifically Minor Arterial/Transit Corridors (Sixth Line) and Avenues and Connectors (Kaitting Trail) — and must be oriented to the street to support a pedestrian-friendly environment.

Single-use retail and service commercial buildings are permitted at these locations provided they do not exceed 32,000 square metres of gross floor area and meet a minimum height of five metres. Building heights are capped at eight storeys, with increases of up to four additional storeys permitted for lands adjacent to a stormwater management pond. In addition to locational criteria, urban design frameworks are provided to help shape the function of non-residential uses and ensure these uses are oriented to the street to create a pleasant, pedestrian shopping environment.

Townhouse built forms are permitted within the DUC subject to locational criteria prohibiting stand-alone townhouses adjacent to Dundas Street. The proposal satisfies this requirement by situating townhouse units along the rear yard property line, set back behind apartment buildings fronting Dundas Street and Sixth Line under both interim and ultimate conditions. This configuration diversifies housing typologies and expands housing options for current and future residents.
On this basis, the proposal is consistent with NOESP policy for the DUC and meets the locational requirements for both the proposed townhouse units and the single-use retail and service commercial building across both conditions.

Policy 7.5.13 establishes that Urban Core Areas are ultimately intended for primarily mixed-use development, while permitting interim uses prior to the ultimate condition being achieved. Buildings must be sited so that future intensification or redevelopment is not inhibited, and all development must meet NOESP urban standards: pedestrian and transit-friendly design, street orientation, and the promotion of a vital and safe street environment. Interim uses are intended to be permanent or long-term in nature. The proposal has been assessed against these principles and the in-effect policy frameworks.

On this basis, it is staff's opinion that the proposal addresses the locational requirements for both the proposed townhouse units and single use retail and service commercial building during both the interim and ultimate conditions. Further, the proposal is consistent with the policies of the North Oakville East Secondary Plan Area for the *Dundas Urban Core Area* and will effectively implement the policy direction, design and land use strategies for the Subject Lands.

Land Use Policies

The North Oakville East Secondary Plan, approved by the Ontario Municipal Board in January 2008, was developed to have regard for the 1997 Provincial Policy Statement, and in consideration of the 2006 Growth Plan. Subsequent conformity exercises and amendments have occurred or are underway to be consistent with the in-effect provincial policy framework.

The North Oakville area consists of land located between Dundas Street to the south and Highway 407 to the north, from Ninth Line in the east to Tremaine Road in the west. In 1987, these lands were set for growth through the Halton Urban Structure Plan (HUSP), which assessed growth potential and infrastructure needs across Halton's municipalities, including Oakville. HUSP identified North Oakville as an area for urban expansion, recognizing the need for careful planning to address the connection between growth and infrastructure.

Following the HUSP recommended regional structure, Oakville conducted a detailed land-use planning process in the 1990s and 2000s. This involved public consultations, technical studies, and policy development, culminating in the creation of the North Oakville East Secondary Plan (NOESP) and the North Oakville West Secondary Plan (NOWSP), both approved by the OMB (now the Ontario Land Tribunal) in 2008 and 2009, respectively. These plans focus on sustainability, promoting a mix of land uses, protecting the natural environment, and implementing a modified grid road system to improve transit that enhances transportation options for transit and pedestrians.

The vision for North Oakville is to establish a compact, pedestrian-oriented, urban community containing a broad range of housing opportunities ranging from executive housing on large lots to high rise apartment units. The Dundas Urban Core allows for the creation of a band of mixed-use development at high and medium densities along the Dundas Street corridor as shown in Figure 6.

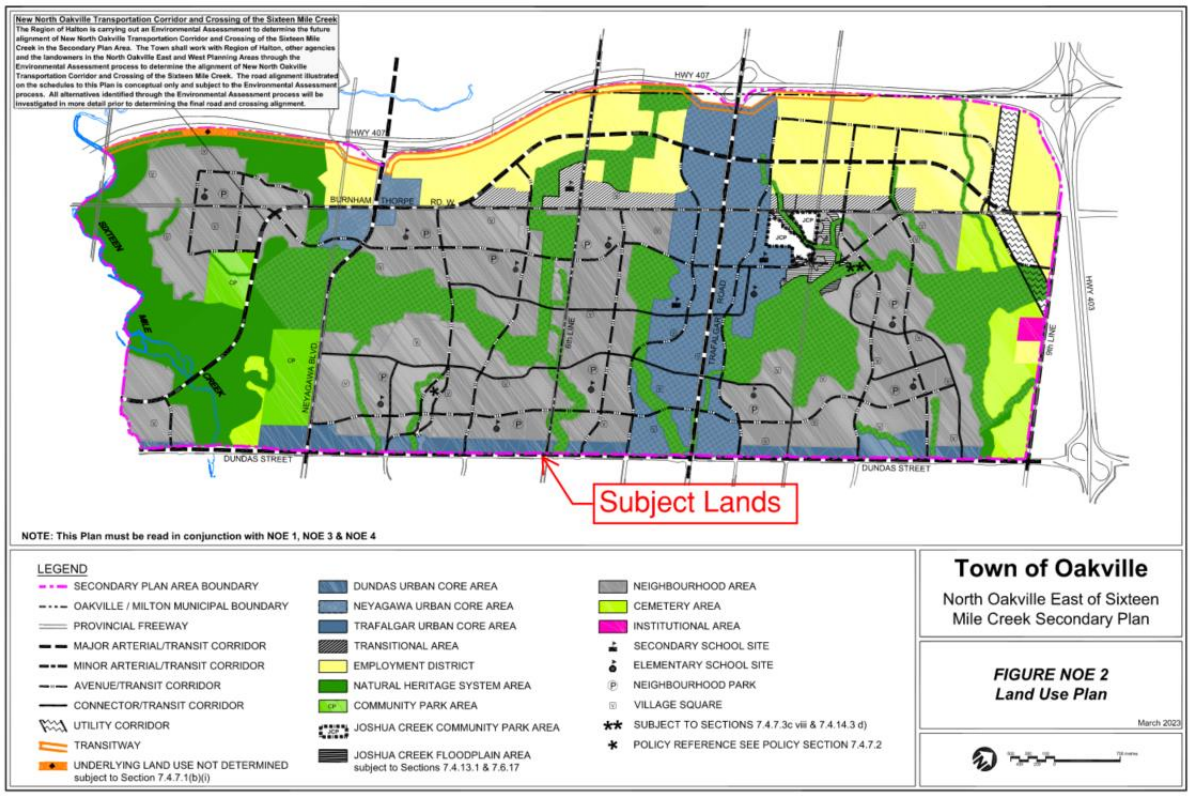


Figure 6: NOE2 Land Use Plan

OPA 321

In September 2018, Halton Region approved OPA 321 and was subsequently approved at the LPAT in July 2019, with modifications. The effect of OPA 321 is to implement the policy directions focused on areas of concern to be addressed in the short-term through the North Oakville Secondary Plans Review. As it relates to this proposal, the Dundas Urban Core policies were updated to enhance clarity, provide further direction and locational criteria for townhouses, remove minimum density requirements and establish minimum and maximum building heights for a variety of built forms.

The Subject Lands are designated as *Dundas Urban Core, Major Arterial/Transit Corridor,* and *Minor Arterial/Transit Corridor* in Figure NOE2, Land Use Plan as shown in Figure 5 above.

The NOESP development objectives are referenced in Section 7.2.3, and they include the following, among others:

- *"To create residential communities which complement the existing built form elements that are intended to remain within the community, and incorporate the best community planning and urban design practices available while*

protecting, enhancing and integrating the area's natural heritage component of the natural heritage and open space system. (7.2.3.2 a)); and,

- *To establish overall development densities that equal or exceed the density established by the Halton Urban Structure Plan and which are commensurate with the type and frequency of transit service planned for the area. (7.2.3.2 b)); and,*

- *To minimize travel time, traffic, greenhouse gases, servicing costs and energy costs through a variety of mechanisms, and particularly by providing an efficient land use arrangement and mix of housing forms and tenures. (7.2.3.2 c)); and,*

- *To provide for a variety of residential densities and unit types throughout the planning area, responding to the varied needs of the future population…(7.2.3.2 g)); and,*

- *To promote building design variety that promotes an active, safe pedestrian realm within the streetscape. (7.2.3.4 d)); and,*

- *To create retail and service commercial development that has a strong relationship to streetscapes and major pedestrian ways. (7.2.3.4 h)); and,*

- *To establish an efficient and linked safe, pedestrian movement system (cycleways and walkways) along with an appropriate distribution of land uses so that residents do not need to rely on the automobile to meet the recreational, shopping and commuter needs of daily life. (7.2.3.5 b)); and,*

- *To promote transit opportunities through community design, including a "transit first" policy to ensure that development including the phasing of development, proceeds in a manner which will be supportive of the early provision of transit services. (7.2.3.5 d)); and,*

- *To provide for water and wastewater services, together with storm drainage works, reflecting the requirements of the various levels of government and minimizing their impact on the natural environment. (7.2.3.6 a)).*"

Master Plan – Appendix 7.3

The North Oakville Master Plan is intended to assist in providing guidance and coordination of local roads and adjacent land uses for the North Oakville Planning Area. Development applications are reviewed to ensure general coordination and consistency with the intent of the Master Plan. Minor modifications are permitted

provided the general intent and direction of the Master Plan are maintained (Section 7.5.2).

The proposed development is informed by and implements the NOESP Master Plan, and the goals and objectives of the Dundas Street Urban Core Area designation. Higher densities and building heights are supported by *Major Arterial/Transit Corridors* and *Minor Arterial/Transit Corridors*, which includes Dundas Street West and Sixth Line, respectively. The use of Holding Provisions on a portion of the lands within the site-specific Zoning By-law will ensure all of the objectives and policies of the NOESP are met.

Holding Provisions

The proposed development is expected to occur in phases, due in part to the insufficient servicing allocation available and current market conditions. Section 7.10 and Part F of the 2006 Oakville Official Plan provide the framework for implementing the North Oakville East Secondary Plan. Within Part F, Policy 1.3 c) 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.

The proposed land use, density, range of housing options, height limits, inclusion of underground parking and mix of proposed uses promotes the creation of a complete community and is considered an appropriate and compatible development with the existing surrounding context. Therefore, on this basis and the above analysis, it is staff's opinion that the proposal conforms to the policies of the NOESP.

Zoning By-law 2009-189

The North Oakville Zoning By-law sets the zoning standards with the establishment of general regulations and zones reflecting the North Oakville East and West Secondary Plans. Town Council approved the North Oakville Zoning By-law (By-law 2009-189) on November 23, 2009. The zone categories were established to align with the designations of the Secondary Plans and their intended functions.

A portion of the Subject Lands were zoned H5-DUC-10 as part of a previous Zoning By-law Amendment (By-law 2010-171) that was submitted alongside a Plan of Subdivision (24T-05025) to enable the development of the lands in 2010. Following this, a Town-initiated housekeeping amendment (By-law 2013-065) was approved in 2013 which provided clerical changes including the eliminated DUC Performance Zone 9 – Zone 11.

As a result of the housekeeping amendment the Subject Lands were rezoned to H5-DUC sp:1 which provided site-specific zoning permissions in accordance with the

original zone classification (DUC-10). The “H5” holding provision is being refined and carried over to By-law 2026-050 and will continue to maintain the intent of the original holding provision (servicing allocation requirements); however, it has been renumbered and refined to reflect the current proposal. Figure 7 below shows the delineation of the in-effect zoning and holding provision for the Subject Lands.

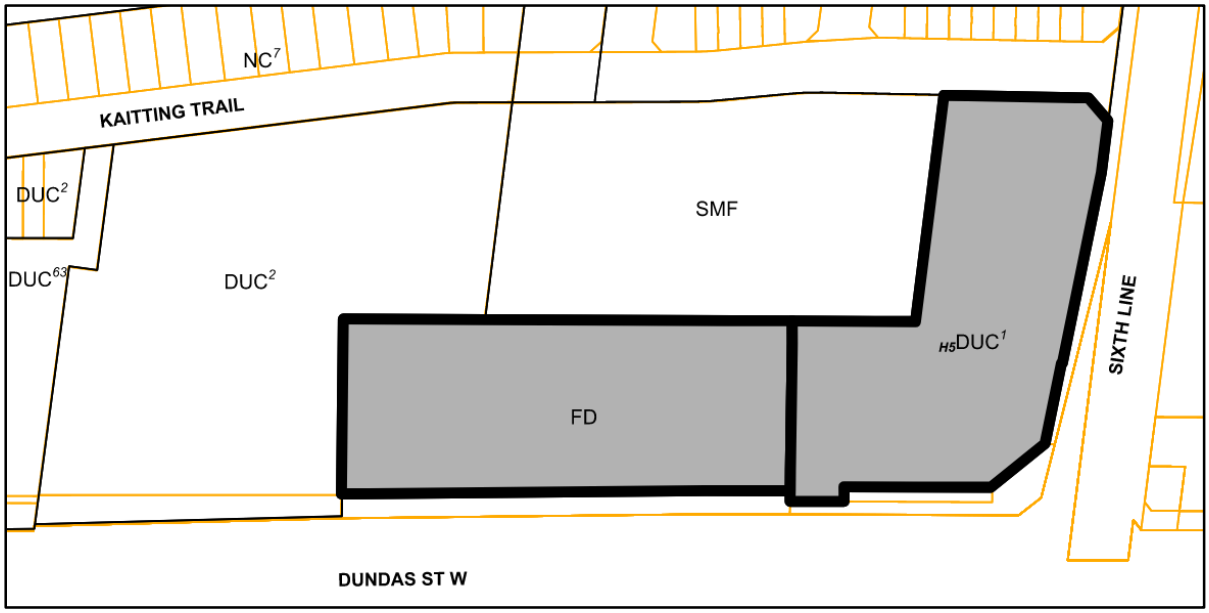


Figure 7: Zoning By-law 2009-189 Extract

The remaining portion of the Subject Lands, municipally known as 21 Dundas Street West is currently zoned *Future Development (FD)*, which only permits legally existing buildings and structures, as well as conservation management uses.

The Future Development - FD zone is used in North Oakville to allow for the future zoning of the land to be considered in the context of a new application and the policies within the North Oakville Secondary Plans. Each development is intended to be evaluated on its merit to ensure the creation of complete communities.

Proposed Zoning

A draft Zoning By-law has been prepared to rezone the lands from H5-DUC sp:1 and FD to H71/H72-DUC-1 sp:145 as shown in Appendix ‘A’ – By-law 2026-050, on Schedule “A”.

The proposed zoning will facilitate the phased development of the lands to permit a one-storey interim commercial building, 691 dwelling units between apartment buildings, townhouses and a mixed-use building, with underground parking.

The following is an overview of the principles of the proposed Zoning By-law:

- To permit townhouse, stacked townhouse and back-to-back townhouse dwellings as an additional permitted building type.
- Introduce locational criteria for permitted building types, through required setbacks.
- Introduce a new maximum building height.
- Introduce new Floor Space Index (FSI) requirements for the DUC zone.
- Establish minimum and maximum floor area for a commercial building .
- Introduce parking space size requirements for small cars only.
- Introduce *Bicycle Parking Space – Occupant* definition and regulations.
- Modify the in-effect holding provision that applies to a portion of the lands and introduce a new holding provision for the remainder of the lands.

Appendix 'A' – By-law 2026-050 includes Schedule 'A' which provides mapping changes associated with the by-law amendment. As indicated in the by-law the change to the mapping will introduce new Holding Provisions ("H71" and "H72") to ensure that outstanding matters have been addressed prior to final site plan approval and building permit issuance.

In addition to the established parent zones within the By-law, special provisions may also be included to reflect specific site conditions or aspects of the proposal to maintain greater certainty in development. Similarly, as discussed above, Holding Provisions may be incorporated that require specific conditions to be satisfied prior to development proceeding.

In addition to establishing the DUC-1 parent zone for the portion of the lands currently zoned FD, the applicant is proposing to rezone a portion of the lands currently zoned H5-DUC sp:1 to the DUC-1 parent zone. The intent is to consolidate the development permissions and apply the same development regulations for the entire site. Of note, the DUC-1 parent zone permits commercial buildings with a minimum overall height of 5 m, and along with the site-specific regulations being introduced (SP: 145), enable the Phase 1 development of the lands. In the fullness of time, the single-use commercial building is proposed to be redeveloped for an 8-storey mixed-use building with townhouses along the interior side yard, adjacent to Kaitting Pond.

Site-specific regulations for the development of the lands are included in By-law 2026-050 to permit the development under both the interim and ultimate conditions, allow for additional built-forms and to ensure that the locational criteria for specific built forms are maintained and adhered to.

The proposed DUC-1 zone, is appropriate for the proposed development and the site-specific regulations proposed will ensure a development that conforms with the NOESP. The DUC-1 zone provides the same parent regulations under the DUC zone with the Performance Zone 1 suffix introducing an additional regulation to

permit commercial buildings with a minimum overall height of 5 metres. The proposed site-specific regulations enable the development as proposed, while incorporating flexibility to advance the proposal through site plan approval.

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. The required studies and supporting documentation are accessible on the Towns website by visiting www.oakville.ca and searching “Z.1316.12” for the rezoning application.

Analysis

The Statutory Public Meeting was held on April 22, 2025. The following is an overview of the matters that were identified by staff and Council:

- Public & Council comments/concerns
- Climate change/sustainability goals
- Consideration of applicable Provincial and Regional policy
- Conformity with North Oakville East Secondary Plan
- 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
- Transportation implications (including travel demand management strategies, and parking utilization)
- Transportation Impact Study
- Pedestrian connections and walkability
- Tree preservation
- Stormwater management
- Functional servicing
- Waste management
- Archaeological significance
- Traffic study and Truck traffic impacts on local roads and on-site
- Transportation access/egress impacts on regional and local roads including east bound Dundas St
- Safe and permitted access points onto Sixth Line and Dundas Street
- Shadowing on abutting residents
- Parking adequacy (including visitor parking allocation)
- Confirm commercial needs

- Size and mix of units
- Height of buildings and existing context (Area Plan)
- Phasing timing
- Tenure of units
- Current mix of unit types (low/med, high) in North Oakville
- Building height above 8 storeys
- Confirm site-specific by-law structure for interim and ultimate condition

The following is an overview of how the matters identified by Council have been reviewed and addressed.

- Climate Change/Sustainability goals

On June 24, 2019, Council declared a Climate Change Emergency. The proposal has been considered with respect to Council's Climate and Sustainability objectives. The development proposes a compact, urban, transit-supportive and pedestrian-oriented concept that is supported by the proximity to the higher order transit corridor along Dundas Street. The compact design, mix of land uses and Transportation Demand Management (TDM) strategies (noted above) that prioritizes pedestrian connectivity and alternative modes of transit will contribute to the Town achieving Council's Climate and Sustainability objectives in the near and long-term.

- Consideration of applicable Provincial and Regional policy and conformity with North Oakville East Secondary Plan

The proposed development provides for a mix of uses and built forms at a level of intensification that responds to the policy direction for the Dundas Urban Core Areas and the higher order transit corridor of Dundas Street. Further, the application provides for an interim commercial use prior to the full build out of the Subject Lands, as envisioned by the NOESP. It is staff's opinion that the proposal is consistent with the *Planning Act*, the Provincial Planning Statement, 2024 and conforms to the Region of Halton Official Plan and the North Oakville East Secondary Plan.

- Zoning performance standards

As provided in this report, the DUC-1 parent zone is the appropriate zone to enable the implementation of the proposed development. The DUC-1 zone establishes all of the DUC zone regulations with an additional regulation for the Performance Zone 1. The Performance Zone 1 suffix permits commercial buildings in the DUC zone that are a minimum of five metres in height. Further, site-specific regulations are recommended to permit additional built-forms, modified density requirements, minimum and maximum setback requirements for specific built-forms and height

regulations for apartment and mixed-use buildings that will enable the phased development of the lands.

- Proposed use and density

The subject property is located along the Dundas Urban Core (DUC), which is identified as one of the strategic growth corridors intended to accommodate medium and high densities of residential and mixed-uses. Official Plan Amendment 321 removed specific Floor Space Index ("FSI") requirements from the plan. The DUC zone maintains minimum and maximum FSI/density requirements for the zone classification. The applicant is seeking to modify the DUC zone density requirements to permit a maximum density of 2.9 FSI, whereas 2.5 FSI is the maximum. Under the interim condition (Phase 1, 2 and 3) the density will remain within the established FSI requirements under the DUC zone. However, when Phase 4 proceeds and redevelops the interim commercial building, the FSI requirement under the DUC zone will be exceeded. Therefore, By-law 2026-050 provides for site-specific density regulations. No minimum density is required for the commercial building as the intent of the density requirements apply to regulate residential intensification. The proposed development will result in the delivery of approximately 691 dwelling units and at-grade commercial uses.

A breakdown of the different Phases of development, the FSI of each and the number of proposed dwelling units is provided in Table 1 below.

Table 1: Proposed FSI Analysis

Phase	FSI (GFA/Land Size)	Dwelling Units
Phase 1 (Commercial)	0.08 FSI	0
Phase 2	1.44 FSI	345
Phase 3	0.72 FSI	197
Phase 4*	0.72 FSI	149
Total Interim Condition	2.24 FSI	542
Total Ultimate Condition	2.88 FSI	691

**Phase 4 is the redevelopment of the Commercial building (Phase 1)*

Figure 9 below shows the proposed Phasing plan of the Subject Lands.

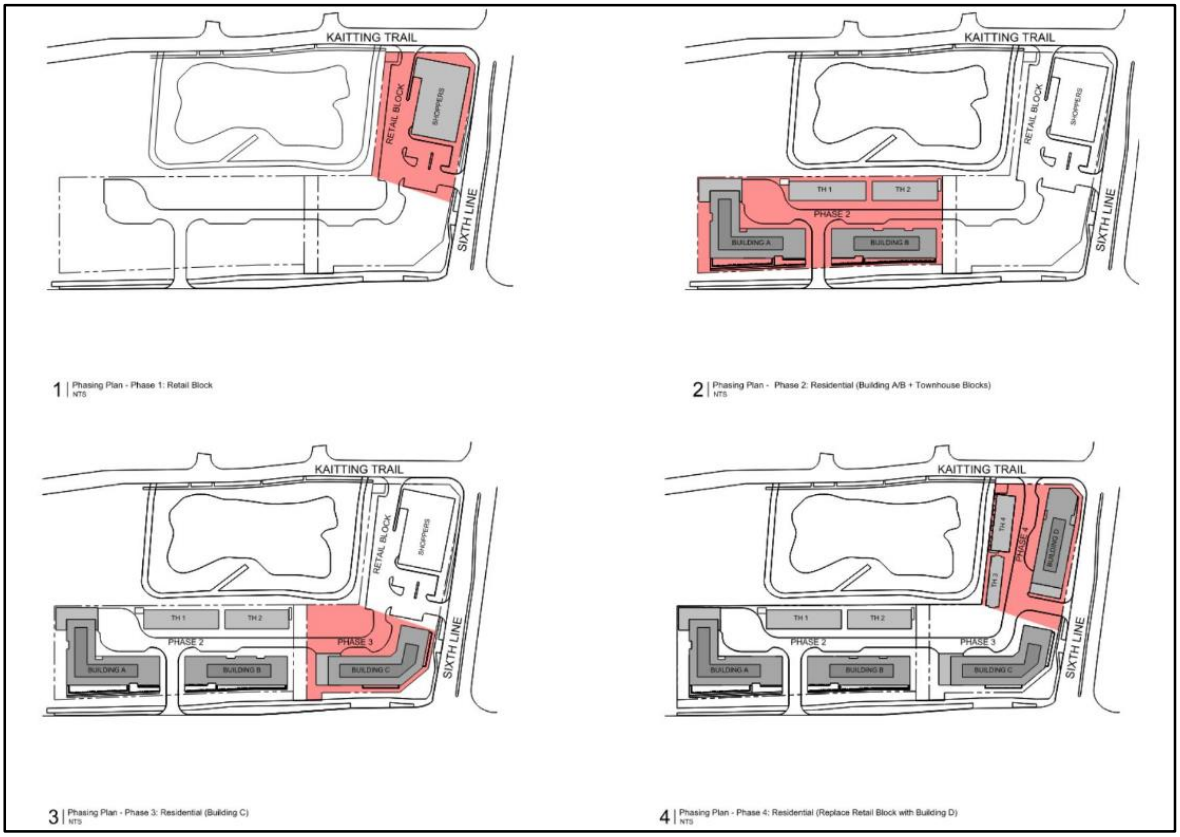


Figure 9: Applicant's proposed phasing plan

- Context and transition to adjacent properties and built form
- Integration/Impact on adjoining and adjacent properties

The applicant prepared an Urban Design Brief and Sun Shadow Analysis which evaluated both the building design, integration and impact on adjacent land uses and the streetscape, as well as impacts in the context of the surrounding area. The proposed development has been designed to include step-backs and appropriate setbacks that will create a continuous street wall with entryways into ground-floor residential units and shared vestibules, while enhancing the pedestrian experience and public realm. The proposed development includes appropriate building setbacks from adjacent properties and appropriate separation distances between the adjacent seven storey mid-rise building along Dundas Street to the west.

- Proposed height and setbacks
- Height of buildings and existing context (Area Plan)
- Building height above eight storeys

As outlined in the NOESP, building heights up to 12 storeys were contemplated for properties immediately adjacent to a stormwater pond, if the formerly-legislated bonussing policies were employed. The applicant proposes a maximum building height of nine storeys (37 m) for the Phase 3 building, whereas the maximum permitted building height under DUC zone is eight storeys. The proposed increase in building height to nine storeys, from the permitted eight storeys, is minor and will not have an impact on the overall compatibility of development with the surrounding area. If approved, the modified FSI cap (2.9 FSI) will limit the intensification of the site and is directly related to the overall height of the buildings. For instance, if the buildings identified in the proposal as eight storeys increase in height to nine storeys, the footprint of the buildings would need to decrease to maintain compliance with the proposed FSI requirements.

Site-specific setbacks are provided in By-law 2026-050 to secure the location of the interim commercial building, as proposed, and to ensure that the built forms fronting the public realm are *Apartments* or *mixed-use* buildings and that the *Townhouse* built forms are setback from Dundas Street and Sixth Line. The proposed building heights, setbacks and site organization will result in a development that complements and transitions the permitted built forms to the lower density land uses to the north of the site and the medium and higher density land uses to the west. The predominant built form and mix of units is balanced between detached dwellings and mid-rise apartment built forms. The densities for both the low-rise subdivision to the north and the medium density DUC blocks, in the general area, are consistent with the policies of the NOESP.

- Urban Design
- Shadowing on abutting residents
- Pedestrian connections and walkability

The applicant prepared an Urban Design Brief and Sun Shadow Analysis which evaluated both the building design, integration and impact on adjacent land uses and the streetscape, as well as impacts in the context of the surrounding area. The proposed development has been designed to include step-backs in the building façade, and appropriate building setbacks that will create a continuous street wall with entryways into ground-floor residential units and shared vestibules, while enhancing the pedestrian experience and public realm. While the development proposes an increase in height beyond the established permissions, it will not create undue adverse impacts on adjacent properties and the public realm due to the thoughtful composition of built form elements and height transitions on-site. The development will case some shadow; however, the impacts are minimal and acceptable.

Through the phased development of the Subject Lands and each subsequent site plan application, the Town and applicant will collaborate on opportunities to enhance

built form integrations with the public realm, ensure safe pedestrian circulation and explore connections with nearby multi-use paths.

- Transportation Implications (including travel demand management strategies, and parking utilization)
- Transportation Impact Study
- Traffic study and Truck traffic impacts on local roads and on-site
- Transportation access/egress impacts on regional and local roads including east bound Dundas Street
- Road network capacity
- Safe and permitted access points onto Sixth Line and Dundas Street
- Parking adequacy (including visitor parking allocation)

The applicant submitted a Transportation Impact Study (the "TIS"), prepared by LEA Consulting, that analyzes the trips generated from the site for the full buildout and under 2038 conditions with a compounding annual corridor growth rate of 2%, to the observed traffic volumes. As part of the TIS an intersection capacity and queuing analysis was undertaken on the surrounding road networks based on three time horizons – 2028, 2033, and 2038 with a growth rate applied to each. The findings of the study indicate that all intersections and movements are expected to operate within capacity and that there will not be an unacceptable impact on the surrounding road network. The TIS and Truck Turning Movement Plan provided with the application demonstrates that there will be no turning movement conflicts on-site for the proposed development.

Further, the applicant submitted an Addendum to the TIS, that analyzed intersection capacity, queuing capacity and a signal warrant analysis. The additional analysis provided evidence necessary to confirm that the local road networks, the intersections (Sixth Line & Kaitting Trail and Sixth Line & Dundas Street) will function within acceptable levels, and that no signalization is warranted for the intersection of Sixth Line and Kaitting Trail at this time. The TIS, provides that there will be no access / egress impacts on Regional or Town owned roadways, which is further reinforced by the detailed queuing analysis prepared as part of the TIS Addendum. Following the detailed analysis of the TIS Addendum, Town staff agree that the site access on Sixth Line and Kaitting Trail will operate safely, not create adverse impacts on the local road network and are appropriately located. Halton Region has not identified any concerns with the proposed access location on Dundas Street West.

Through the future site plan applications, the applicant will be required to update and submit TIS Addendums to reflect current conditions at the time of development and provide updated analysis that confirms there will be no impacts on the local road networks, turning movements, queuing, loading or on-site circulation.

Table 2 below provides a breakdown of the parking allocated to each use through each phase of development. The development proposal remains within the minimum and maximum parking requirements and provides for visitor parking spaces for the residential apartment buildings.

Table 2: Parking breakdown

Phase	Minimum Parking	Provided Parking
Phase 1	46 (1/30m^2 retail GLA)	47 spaces (1/29m^2 retail GLA)
Phase 2 + 3 Residential	N/A to *Apartments* 17 (1/Townhouse unit)	461 (0.88/Apartment unit) + 17 (1/Townhouse unit) = 478 spaces
Phase 2 + 3 Visitors	0 (N/A)	91 (0.17/Apartment unit) + 17 (1/ Townhouse unit) = 108 spaces
Phase 4 Residential	N/A to *Apartments* 11 (1/Townhouse unit)	150 (1.09/Apartment unit) + 11 (1/Townhouse unit) = 161 spaces
Phase 4 Visitors	0 (N/A)	20 (0.145/Apartment unit) + 11 (1/Townhouse unit) = 31 spaces
Phase 4 Retail	13 (1/30m^2 retail GLA)	14 spaces (1/29m^2 retail GLA)

**GLA – Gross Leasable Area*

The proposed on-site parking for both the Interim condition and the ultimate buildout of the site will satisfy the minimum required parking in the Zoning By-law. Further, the parking allocation for each building and phase of development is appropriate for the development and has been included as a baseline principle for the analysis of potential impacts on the local road networks. When the provided parking is considered in partnership with the Transportation Demand Management (TDM) strategies (e.g. bicycle parking, bicycle repair stations, pre-loaded PRESTO cards, pick-up/drop-off facilities and the unbundling of parking), and provision of 356 bicycle parking spaces, the development is planned to contribute to reducing the reliance on personal automobile trips.

The bus stop located on Dundas Street West along the frontage of the development will continue to serve current and future residents and will contribute to the prioritization of alternative modes of transportation. Further, it is important to note that each phase of development will function on its own and will provide appropriate vehicle and bicycle parking for each corresponding phase. On this basis, staff is

satisfied that the parking proposed on-site is appropriate and will not have adverse impacts on the surrounding local road networks.

A regulation is included in By-law 2026-050 to identify and permit a maximum of 10% of all parking allocated for the entire development for small car parking spaces only. The intent of this regulation is to ensure that only a portion of the required parking provided are reserved for small cars only, and as such, have a reduced parking space size requirement. Through the future site plan applications, the applicant will be required to include signage for each of these parking spaces indicating that the space is for the parking of small cars only. The “small parking spaces” are 0.3 m less than the required length and 0.3 m less than the required width of the required parking space size as identified in the Zoning By-law.

- Tree preservation

Tree preservation matters will be addressed and assessed through the phased development of the lands by way of future site plan applications.

- Stormwater management
- Functional servicing
- Overhead Hydro Electric Utilities
- Waste Management

The Town has reviewed the Functional Servicing Report and detailed stormwater management plans and have no objection to the Zoning By-law Amendment. Staff recognize that the current grading and servicing concepts require refinements to ensure the development will implement and achieve the Town’s standards for grading, stormwater management, and to ensure there are no downstream impacts. The proposal and supporting studies have been reviewed against the North Oakville Creeks Subwatershed Study (NOCSS), in consultation with Conservation Halton and meets the intent of the study. Further refinements to the stormwater management strategy will be provided by the applicant through the future site plan applications.

Halton Region has requested that a Holding “H” Provision be applied to the lands to address outstanding allocation matters and the finalization of the Functional Servicing Report.

Previously identified conflicts with the existing overhead transmission line pole location and the proposed development have been resolved through collaboration with Oakville Hydro.

Waste Management matters will be analyzed through each phase of development by way of the corresponding site plan applications. The Region has advised that

Phase 1 will not be eligible for Regional waste collection and the applicant has confirmed Phase 1 will be serviced by a private collection service.

- Archaeological significance

Through the application, the Town required the submission of a Phase 1 and Phase 2 Archaeological Assessment to identify and understand any archaeological significance on the Subject Lands. The applicant has provided the Town with the Phase 1, Phase 2 and Ministry acknowledgement letter that indicates there is no archaeological significance on the Subject Lands. It is staff's opinion that the evidence provided through the application clears the site of any archaeological concern.

- Confirm commercial needs

The broader commercial needs of the Town were considered in the analysis of the proposal, and within the context of the North Oakville East Commercial Study (the "NOECS"). The purpose of this study was to assess the current and future commercial needs of NOESP. The consultant's role included providing research, analysis and strategic insights from a market and economic perspective, while considering the Town's key objectives.

The NOECS focuses on the quantity, scale, location and form of required commercial development. It provides direction to the North Oakville Secondary Plan Review, which is a component of the Town's ongoing official plan review. The NOECS complements and builds upon the existing and adopted policy frameworks and work previously completed as part of the Town-wide Employment and Commercial Review which was completed in 2018.

The NOECS comprises several background key components, including a review of the commercial market and existing land use policies, an analysis of local market dynamics and commercial space inventory, and stakeholder interviews. Data was collected followed by an assessment of commercial development trends and market demand. Based on the findings, the study provided both market-based and policy-based recommendations. The policy analysis of the NOECS highlights several challenges and opportunities for improvement, including focusing on strategic, smaller-scale retail clusters that seeks to achieve an appropriate balance between yielding both economic and social value for the overall community.

It is staff's opinion that the commercial needs of the broader Town have been considered through this application and that the provision of an interim single-use commercial building on the Subject Lands will contribute to closing the gap in available retail and service commercial uses within the Town. Further, in the fullness of time the redevelopment of the interim commercial building is proposed to be

replaced with an eight-storey mixed-use building with retail and commercial uses along Sixth Line. The Zoning By-law amendment also includes permissions to include retail and service commercial uses at-grade in any of the apartment buildings (Buildings 'A', 'B', or 'C').

- Size and mix of units
- Tenure of units

The applicant is proposing a total of 691 units upon full build out of the site. The applicant has provided preliminary information on the size and mix of unit types within Phases 2, 3 and 4 for the proposed development. Table 3 below provides a breakdown of the proposed mix of unit types.

Table 3: Unit type and size by proposed phase

Phase	**Studio (399 ft^2 Average)**	**1 Bed (512 ft^2 Average)**	**1 Bed + Den (581 ft^2 Average)**	**2 Bed (708 ft^2 Average)**	**Townhouse (1735 ft^2 Average)**	**Total**
Phase 2	37	108	104	79	17	345
Phase 3	24	52	78	43	0	197
Phase 4	21	28	55	34	11	149
Total Units	82	188	237	156	28	691
Percentage of Total Units	12%	27%	34%	23%	4%	100%
Total Average GFA	32,718 ft^2	96,256 ft^2	137,697 ft^2	110,448 ft^2	48,580 ft^2	425,699 ft^2

The tenure of the future dwelling units has not been determined; however, the applicant has noted in the Planning Justification Report that: *"…the development intends to provide for a mix of much-needed housing, including rental housing, along Dundas Street…".* The future tenure of the development will be determined by the Owner/applicant later.

- Phasing timing

The applicant intends to submit a site plan application for Phase 1 of the development (commercial building) if By-law 2026-050 is approved by Council. Subsequent phases of development will proceed following the completion of Phase 1 and at a time when the applicant has determined there is market viability. The applicant's proposed phasing plan is provided in Figure 8 above.

- Current mix of unit types (low/med, high) in North Oakville

A scoped analysis was performed through the review of the application to assess the current mix of unit types within this area of North Oakville. A review of the surrounding context indicates that the predominant built form and mix of units is balanced between detached dwellings and mid-rise apartment built forms. The densities for both the low-rise subdivision to the north and the medium density DUC blocks, in the general area, are consistent with the policies of the NOESP. A broader, more fulsome review that analyzes the mix of unit types throughout the entirety of North Oakville will be assessed as part of the comprehensive Secondary Plan Review.

- Confirm site-specific by-law structure for interim and ultimate condition

The site-specific by-law (By-law 2026-050) has been drafted in a manner that provides locational criteria for specific dwelling typologies and uses, development specific regulations for built forms, and modifications to the permitted height and densities of the DUC-1 zone. The by-law, as proposed, will ensure the development concept for both the interim and ultimate conditions is delivered while maintaining a level of flexibility for the future development of the lands

- Local School Capacity

The application materials were circulated to both the Halton Catholic District School Board (HCDSB) and the Halton District School Board (HDSB).

The HDSB has identified that students generated from this development will be directed to Oodenawi PS, Forest Trail PS and White Oaks SS. A boundary review is expected to begin in 2026 to create boundaries of the new public secondary school (Oakville NE #1 HS). More information on student enrolment projections and school capacity can be found in the HDSB Long Term Accommodation Plan. The HDSB will continue to provide comments on each subsequent site plan application.

The HCDSB has identified that students generated from this development will be directed to St. Gregory the Great CES and St. Ignatius of Loyola CSS. More information on student enrolment projections and school capacity can be found in the HCDSB Long-Term Capital Plan. The HCDSB will continue to provide comments on each subsequent site plan application.

- Construction Impacts

Through various legislation such as the Ontario Building Code and town by-laws, the town maintains oversight on building and construction to keep the community safe

and to minimize disturbance. Further, through the future site plan applications for each phase Construction Management Plans will be required to be submitted, reviewed and retained by the Town to understand and help mitigate potential impacts on residents and visitors.

CONCLUSION

The proposed development facilitates Council's goals by fostering the development of the lands in accordance with the policy frameworks of the NOESP, and enabling a diversification of heights, densities, land uses and dwelling typologies within the Dundas Urban Core area. The proposed amendment will result in intensification that is appropriately integrated into and compatible with the existing neighbourhood and policy frameworks that influence the redevelopment direction for nearby lands.

Staff recommend approval of the application, and that By-law 2026-050 be passed as the following requirements have been satisfied:

- The proposed development is consistent with the Provincial Planning Statement and conforms to the Halton Region Official Plan, as implemented by the Town, and the North Oakville East Secondary Plan.
- A full circulation has been undertaken and there are no outstanding planning issues to be resolved.
- Any outstanding matters have been addressed through the inclusion of a holding provision.
- The proposal will result in a development that implements the vision, objectives and strategy of the North Oakville East Secondary Plan.
- Comments from Council and the public have been appropriately addressed.

By-law 2026-050 is attached as Appendix "A".

CONSIDERATIONS

(A) PUBLIC

The applicant held a virtual Public Information Meeting ("PIM") on December 4, 2024, to present the proposal for the Subject Lands This meeting was attended by six members of the public, Town staff and Ward Councillors. A statutory public meeting was held on April 22, 2025, and no members of the public provided verbal comments during the meeting. Thirteen written submissions have been received as of the writing of this report and all comments contained therein have been addressed in the above section.

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

(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, that could not otherwise be resolved through the inclusion of Holding "H" Provisions within the by-law. Additional matters will be evaluated through the site plan application 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, as referenced in the Technical Comments section above.

APPENDICES

Appendix "A" – By-law 2026-050
Appendix "B" – Phasing Plan
Appendix "C" – Concept Plan (Interim Condition)
Appendix "D" – Concept Plan (Ultimate Condition)
Appendix "E" – Public Comments
Appendix "F" – Public Information Meeting (PIM) Minutes
Appendix "G" – Policy Excerpts

Prepared by:
Colin Westerhof, MA, RPP, MCIP
Senior Planner, Current Planning

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

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

OAKVILLE

Appendix

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2026-050

A by-law to amend the North Oakville Zoning By-law 2009-189 to permit the use of the lands described as 3000 Sixth Line & 21 Dundas Street West, Town of Oakville

COUNCIL ENACTS AS FOLLOWS:

1. Map 12(4) of By-law 2009-189, as amended, is further amended by rezoning the lands as depicted on Schedule 'A' to this By-law.

2. Section 8, Special Provisions, of By-law 2009-189, as amended, is further amended by deleting section 8.1 in its entirety.

3. Section 8, Special Provisions, of By-law 2009-189, as amended, is further amended by adding a new section 8.145 as follows:

145	**3000 Sixth Line and 21 Dundas Street West**	Parent Zone: DUC-1
Map 12(4)	(Part of Lot 16 and Block 114, Conc. 1, Trafalgar N.D.S)	(2010-171) (2013-065) (2026-050)
8.145.1 Additional Permitted Building Types		
The following additional *building types* are permitted:		
a)	*Townhouse dwellings*	
b)	*Stacked townhouse dwellings*	
c)	*Back-to-back townhouse dwellings*	
8.145.2 Zone Provisions		
The following regulations apply to all lands:		
a)	*Apartments, mixed use buildings,* and *commercial buildings* shall be the only permitted *building* types within 30 metres of Dundas Street West.	
b)	*Apartments, mixed use buildings,* and *commercial buildings* shall be the only permitted *building* types within 30 metres of Sixth Line.	
c)	Maximum *height*	9 *storeys* and 37 m
d)	Minimum *floor space index (FSI*) for a *commercial building.*	Shall not apply
e)	Maximum *floor space index* (*FSI*)	3.0
f)	Minimum *setback from the lot line* abutting Dundas Street for a *commercial building*	75.0 m

g)	Minimum setback from a *lot line* abutting Dundas Street West for a *townhouse dwelling, stacked townhouse dwelling or townhouse dwelling back-to-back*	30.0 m
h)	Minimum setback from a *lot line* abutting Sixth Line for a *townhouse dwelling, stacked townhouse dwelling or townhouse dwelling back-to-back*	30.0 m
i)	Maximum *front yard setback for apartments or mixed use building*	10.0m
j)	Maximum *front yard* for a *commercial building*	Shall not apply
k)	Minimum *rear yard setback*	2.2 m
l)	Minimum *floor area* for a *commercial building*	1200 m^2
m)	Maximum *floor area* for a *commercial building*	1500 m^2
8.145.3 Parking Regulations		
The following parking regulations apply:		
a)	Where any parking spaces are provided, a maximum of 10% of the provided *parking spaces* may be reduced to a minimum length of 4.9 metres and a minimum width of 2.3 metres.	
b)	A minimum of 20% of the *parking spaces* in an *apartment* or *mixed use building* shall include the provision for the installation of electric *motor vehicle* supply equipment.	
c)	Minimum parking aisle width for 90 degree angle parking located within a *surface parking area* associated with a *commercial building.*	6.0 m
8.145.4 Special Site Provisions		
The following special site provisions shall apply:		
a)	"*Bicycle Parking Space - Occupant"* means an area that is equipped with a bicycle rack, locker, or stacking system that is accessible, secure, weather-protected and suitable for the purpose of long term-bicycle parking and: i. Where the bicycles are to be parked on a horizontal surface: a. has horizontal dimensions of at least 0.6 metres by 1.8 metres and a vertical dimension of at least 1.9 metres; and, b. in the case of a bicycle rack, is designed for frame (not wheel-only) support, is securely anchored to the ground or wall and is located in a secured room or area; and, ii. Where the bicycles are to be parked in a vertical position, has horizontal dimensions of at least 0.6 metres by 0.5 metres and a vertical dimension of at least 1.9 metres; iii. Where the bicycles are to be stacked, vertically or horizontally, has a width of at least 0.6 metres, length of at least 1.8 metres, and minimum vertical clearance	

	of at least 1.2 metres; and, iv. is not to be provided within a *dwelling unit*, suite, or on a *balcony*.
b)	For the purpose of this By-law, the *lot line abutting* Dundas Street West shall be deemed the *front lot line*.
c)	All lands subject to this special provision shall be considered as one lot for the purpose of this By-law.

4. Section 9, Holding Provisions, of By-law 2009-189, as amended, is further amended by deleting section 9.3.5 in its entirety and replacing it with the following:

"H5 – removed by By-law 2026-050"

5. Section 9, Holding Provisions, of By-law 2009-189, as amended, is further amended by adding a new section 9.3.71 as follows:

H71	**3000 Sixth Line and 21 Dundas Street West**	Parent Zone: DUC-1
Map 12(4)	(Part of Lot 16 and Block 114, Conc. 1, Trafalgar N.D.S)	(2026-050)

9.3.71.1 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*.
b)	A *commercial building* not subject to Regional Allocation requirements

9.3.71.2 Conditions for Removal of the "H"	
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 Planning Act. The following conditions shall first be completed to the satisfaction of the Town of Oakville and Halton Region:	
a)	The Owner shall secure the appropriate amount of water and wastewater Servicing Allocation under the Region of Halton Allocation Program and shall not be in default of any associated Allocation Agreements, including ensuring all required payments have been made;
b)	The Owner shall have signed the applicable Allocation Agreement or any required Amending Agreements;
c)	The Owner shall be in receipt of the Region of Halton Public Works Commissioner's Notice (PWCN) letter
d)	If applicable, should the associated Allocation law file require the conversion of IDUs: the Owner shall have the equivalent or sufficient number of IDUs converted to SDEs or has been provided written confirmation that all of the water/wastewater infrastructure, as referenced in Schedule "G2", will be operational within twelve (12) months of the giving of such Notice; and,
e)	The Region of Halton has been provided written confirmation that the above conditions have been satisfied to the Region's satisfaction.

f)	That an updated Functional Servicing Report be submitted which provides an alternate water servicing strategy, to the satisfaction of Halton Region.
g)	That a Stormwater Management Strategy for the lands identified in Schedule 'A' of By-law 2026-050 has been approved as determined through the site plan application review process and meets the intent of NOCSS, to the satisfaction of the Town.

6. Section 9, Holding Provisions, of By-law 2009-189, as amended, is further amended by adding a new section 9.3.72 as follows:

H72	**3000 Sixth Line and 21 Dundas Street West**	Parent Zone: DUC-1
Map 12(4)	(Part of Lot 16 and Block 114, Conc. 1, Trafalgar N.D.S)	(2026-050)

9.3.72.1 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*.
9.3.72.2 Conditions for Removal of the "H"	
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 Planning Act. The following conditions shall first be completed to the satisfaction of the Town of Oakville and Halton Region:	
a)	That an updated Functional Servicing Report be submitted which provides an alternate water servicing strategy, to the satisfaction of Halton Region.
b)	That a Stormwater Management Strategy for the lands identified in Schedule 'A' of By-law 2026-050 has been approved as determined through the site plan application review process and meets the intent of NOCSS, to the satisfaction of the Town.

7. Section 9, Holding Provisions, of By-law 2009-189, as amended, is further amended by adding a new section 9.3.73 as follows:

H73	**3000 Sixth Line and 21 Dundas Street West**	Parent Zone: DUC-1
Map 12(4)	(Part of Lot 16 and Block 114, Conc. 1, Trafalgar N.D.S)	(2026-050)

9.3.73.1 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*.
9.3.73.2 Conditions for Removal of the "H"	
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 Planning Act. The following conditions shall first be completed to the satisfaction of the Town of Oakville and Halton Region:	
a)	That an updated Functional Servicing Report be submitted which provides an alternate water servicing strategy, to the satisfaction of Halton Region.
b)	That a Stormwater Management Strategy for the lands identified in Schedule 'A' of By-law 2026-050 has been approved as determined through the site plan application review process and meets the intent of NOCSS, to the satisfaction of the Town.

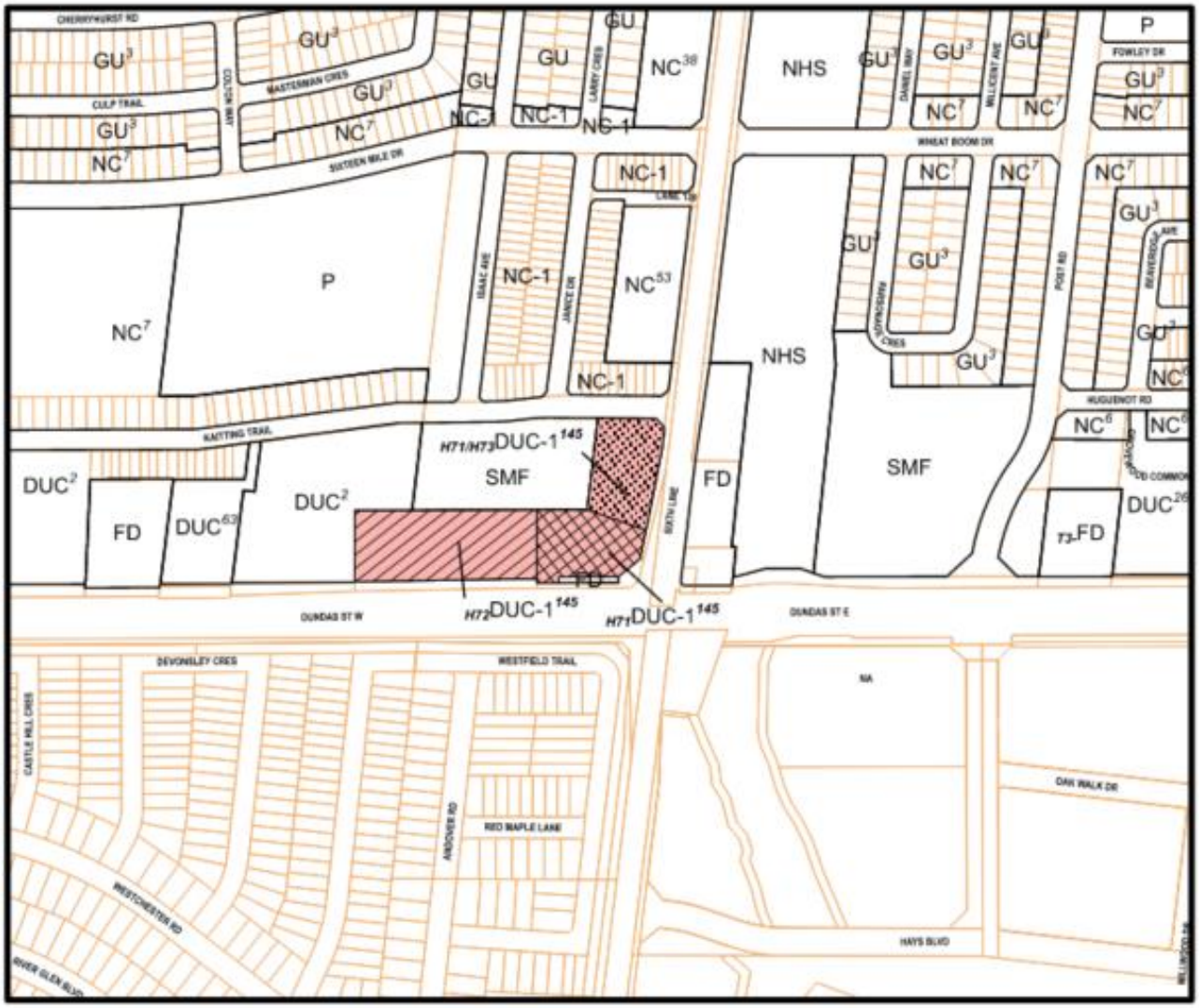
8. This By-law comes into force in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

PASSED this 20th day of April, 2026.

_____ MAYOR

_____ CLERK

SCHEDULE "A"
To By-law 2026-050



AMENDMENT TO BY-LAW 2009-189

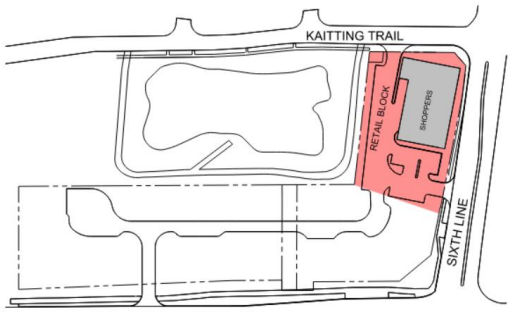
Rezoned from FD (Future Development) to H72-DUC-1 sp:145 (Dundas Urban Core)

Rezoned from H5-DUC sp:1 (Dundas Urban Core) to H71-DUC-1-sp:145 (Dundas Urban Core)

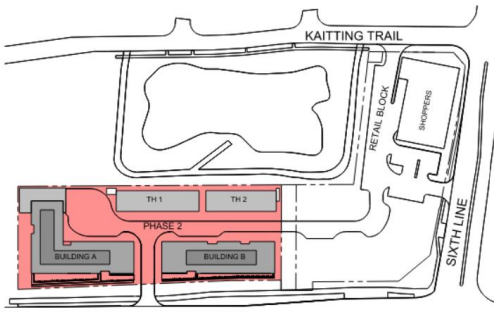
Rezoned from H5-DUC sp:1 (Dundas Urban Core) to H71/H73-DUC-1-sp:145 (Dundas Urban Core)

EXCERPT FROM MAP 12(4)

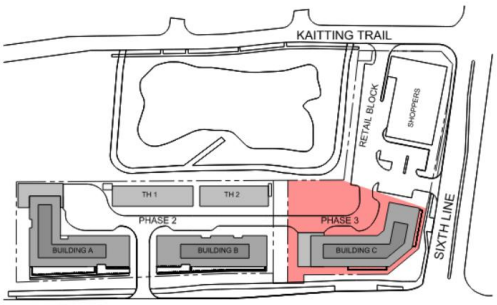
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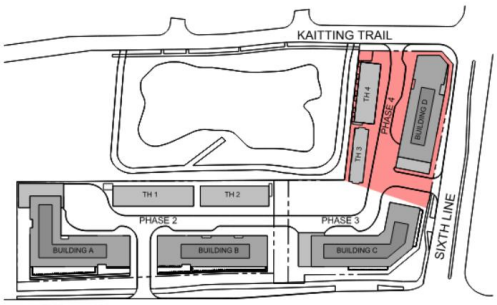
1 | Phasing Plan - Phase 1: Retail Block
NTS



2 | Phasing Plan - Phase 2: Residential (Building A/B + Townhouse Blocks)
NTS

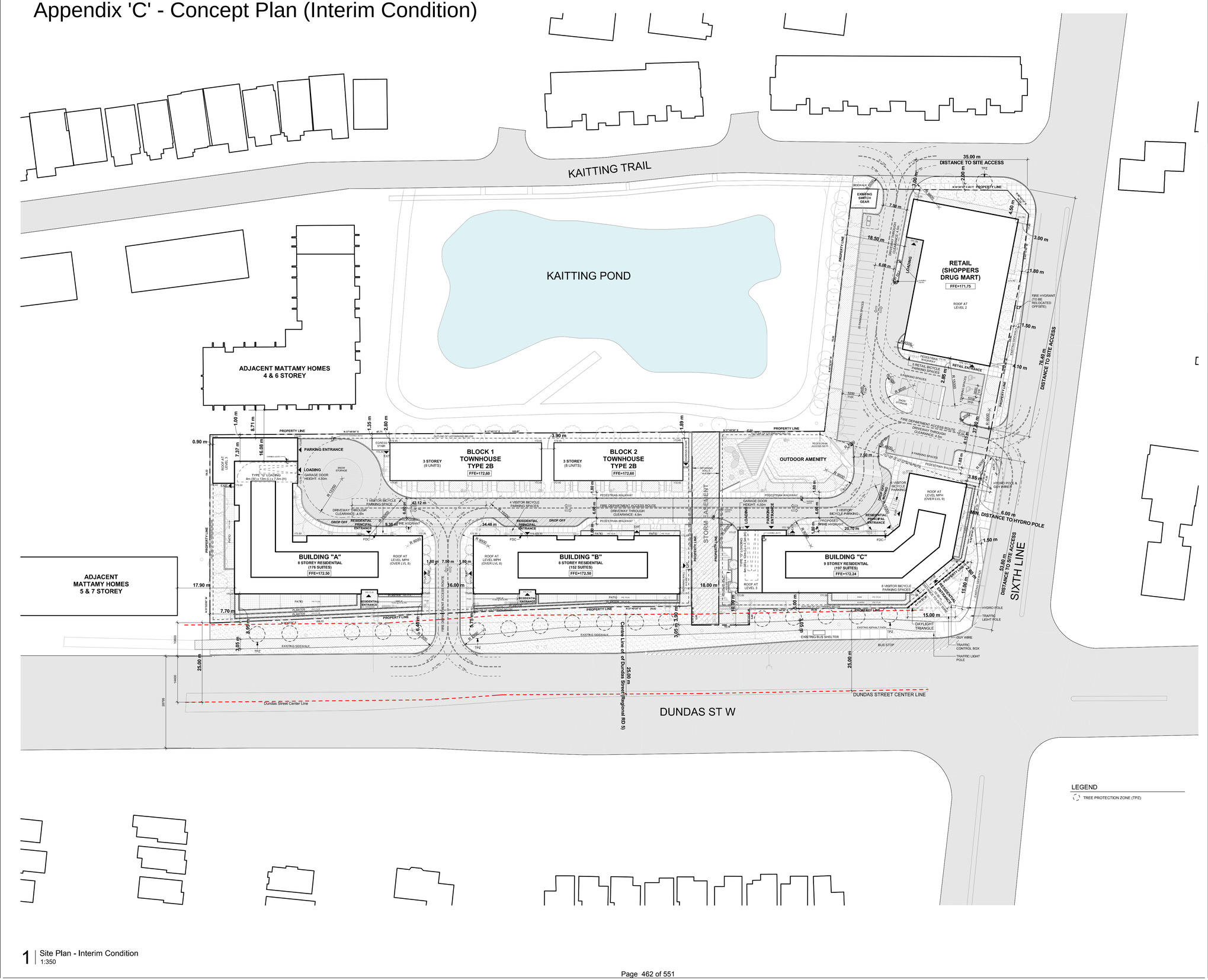


3 | Phasing Plan - Phase 3: Residential (Building C)
NTS



4 | Phasing Plan - Phase 4: Residential (Replace Retail Block with Building D)
NTS

Appendix 'C' - Concept Plan (Interim Condition)



1 | Site Plan - Interim Condition
1:350

Authorities Having Jurisdiction

All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to controll all uses of these documents for the intended issuance/use as noted and dated below. Reproduction of these documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

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Date:

ONTARIO ASSOCIATION OF ARCHITECTS
ADRIENNE LEUNG
LICENCE
8156

KIRKOR
ARCHITECTS AND PLANNERS
20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:

No.:	Revision:	Date:
3.	Zoning By-law Amendment	Feb. 27, 2026
2.	Zoning By-law Amendment	Sept. 12, 2025
1.	Zoning By-law Amendment	Dec. 12, 2024

Drawing Title:

Site Plan - Interim Condition

Client:

Shoppers Realty Inc.

Project:

3000 Sixth Line & 21
Dundas Street West

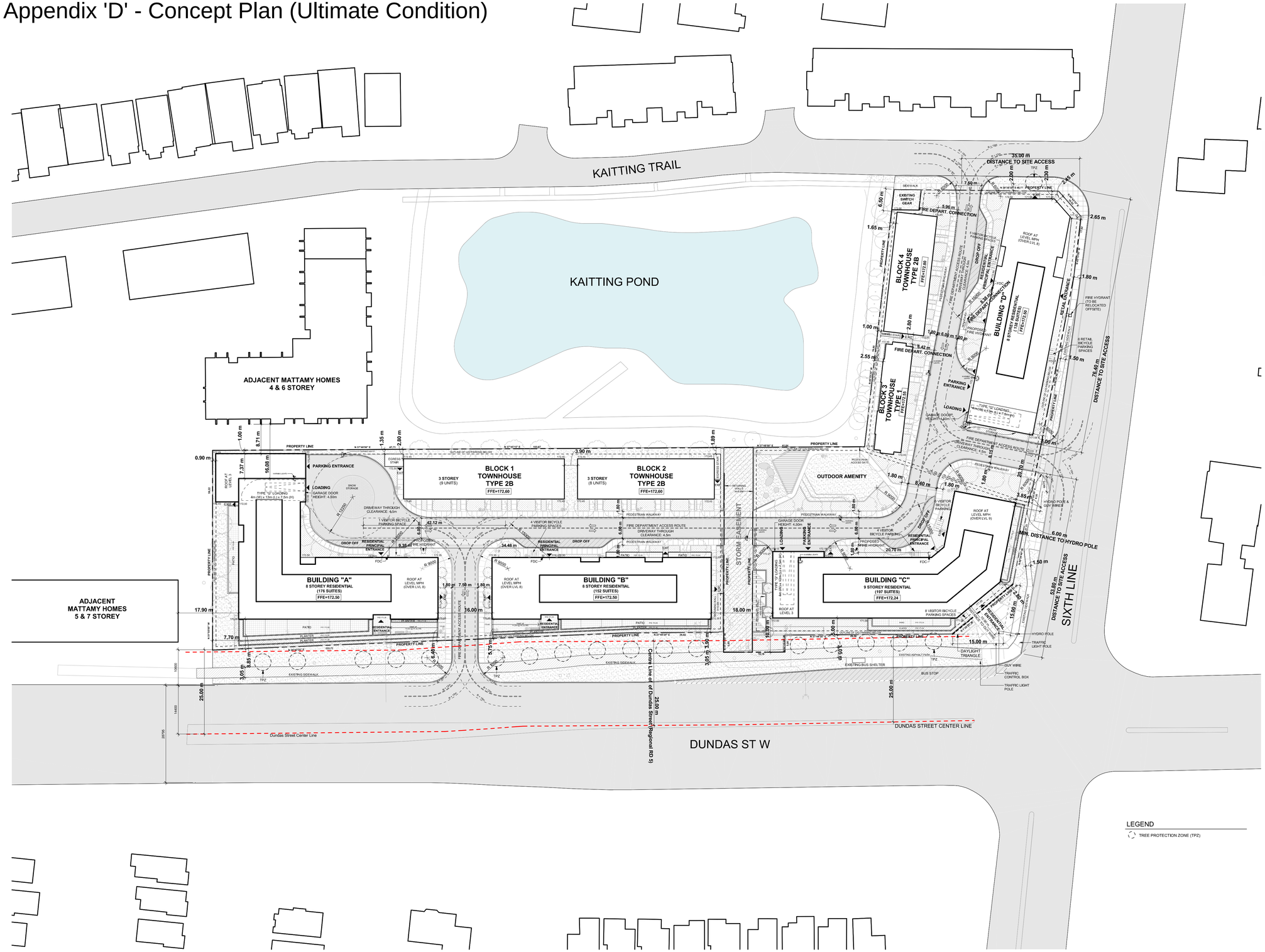
Oakville, Ontario

Scale: 1 : 350
Drawn by: ND, JH
Checked by: AL
Project No.: 23-011
Date: Feb. 27, 2026
Drawing No.:

dA1.04

PLOTTED: Feb 27, 2026 - 8:34:36 AM File Name: C:\Users\JHuang\Documents\23-011_3000 Sixth Line & 21 Dundas Street West_JHuang.rvt

Appendix 'D' - Concept Plan (Ultimate Condition)



1 | Site Plan - Ultimate Condition
1:350

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Date:

ONTARIO ASSOCIATION OF ARCHITECTS
ADRIENNE LUCAS
8156

KIRKOR
ARCHITECTS AND PLANNERS
20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:

No.:	Revision:	Date:
3.	Zoning Bylaw Amendment	Feb. 27, 2026
2.	Zoning Bylaw Amendment	Sept. 12, 2025
1.	Zoning Bylaw Amendment	Dec. 12, 2024

Drawing Title:

Site Plan - Ultimate Condition

Client:

Shoppers Realty Inc.

Project:

3000 Sixth Line & 21 Dundas Street West

Oakville, Ontario

Scale: 1 : 350

Drawn by: ND, JH

Checked by: AL

Project No.: 23-011

Date: Feb, 27, 2026

Drawing No.: dA1.05

From: Fatyds
Sent: Tuesday, February 25, 2025 3:06 PM
To: Town Clerks
Subject: Comment on Zoning Amendment Z.1316.12

Dear Town Clerk,

My name is FÃ¡tima Dos Santos, and I would like to express my opinion regarding the proposed zoning by-law amendment for 3000 Sixth Line and 21 Dundas Street West (File Z.1316.12, Ward 7) submitted by Shoppers Realty Inc.

I strongly believe that this space should remain a public green area or recreational space for the benefit of the community rather than being converted into residential and commercial developments. Public green spaces and recreational areas are essential for the well-being and quality of life of Oakville residents, providing a place for relaxation, recreation, and social interaction.

Isaak Park is already too small for the community, and adding more residential buildings in this area will only increase congestion and further reduce the limited outdoor space available for residents. This type of development would also lead to increased population density and traffic, impacting the peace and livability of the neighborhood.

Instead, keeping this space as a park or green area would allow residents to enjoy a natural environment, promoting health, well-being, and environmental sustainability. I kindly ask that this alternative be considered before approving any zoning changes for this land.

I would appreciate being notified of any updates or decisions regarding this application.

Best regards,
Fatima Dos Santos

From: Kerri Pauley
Sent: Tuesday, March 4, 2025 7:18 PM
To: Town Clerks
Subject: [EXTERNAL] 3000 Sixth Line Land use

March 4, 2025

Office of the Mayor and Council
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3

Dear Mayor and Council Members,

I am writing to you on behalf of the residents of Westfield Trail and Andover Road to formally express concerns regarding the proposed construction site at 3000 Sixth Line in Oakville. While development is an essential aspect of community growth, it must be carried out in a way that considers the well-being of existing residents. Unfortunately, the proposed construction at this site threatens to exacerbate a multitude of problems we have already been subjected to for decades. We strongly urge the Town of Oakville to reconsider or delay this project, as the proposed development will have significant and lasting negative effects on the health, wellness, and quality of life of local residents.

For many years, residents in this area have endured ongoing and continuous construction as part of the widening of Dundas Street, followed by the addition of condominium buildings. These construction projects have subjected us to severe noise pollution, light pollution, and the constant disruption of our daily lives. Now, with the introduction of yet another construction project, we face the prospect of living in an ever-evolving construction zone for the foreseeable future. It is important to note that these developments are not just nuisances but are directly tied to a range of negative effects on both physical and mental health.

Numerous studies have shown that prolonged exposure to noise pollution, which is a given in a construction zone, is linked to increased stress, anxiety, sleep disturbances, and even cardiovascular issues. According to the *National Institute for Environmental Health Sciences*, exposure to excessive noise can elevate cortisol levels, increase the risk of hypertension, and reduce quality of life. This ongoing exposure to noise in our community is having a tangible impact on residents' mental health and wellness.

Additionally, light pollution resulting from construction sites and the proliferation of tall buildings exacerbates the issue. The disruption of natural sleep patterns caused by excessive artificial lighting is linked to higher levels of stress and an increased risk of depression, as outlined in studies by *The American Academy of Sleep Medicine*. Residents who previously enjoyed peaceful, dark nights are now forced to live in the shadows of ever-growing condo complexes, further diminishing our quality of life.

Beyond the immediate physical and mental health implications, these ongoing construction projects have long-term environmental consequences as well. Increased traffic congestion, air pollution, and

disruption of local ecosystems all come as part and parcel of development. We have already witnessed the effects of previous construction projects, and the introduction of yet another large-scale development will only compound these issues, further degrading the environment we cherish.

Moreover, the value of our homes continues to decrease, as these construction projects make our once-quiet residential area a less desirable place to live. Residents continue to pay rising property taxes, yet we are left with diminished property values as a direct result of the ongoing and expanding construction. It is becoming increasingly difficult to maintain a sense of pride in our neighborhood when the very essence of it is being overshadowed by monstrous condo developments that offer no added value to the residents who have lived here for many years.

It is crucial to recognize that the residents of Westfield Trail and Andover Road are not simply asking for protection from the noise and disruption but are pleading for a consideration of the human cost associated with continued construction. We are asking the Town of Oakville to acknowledge the negative impact these projects have on our mental and physical well-being, the environment, and the long-term stability of our community.

We urge the Town of Oakville to reconsider the approval of this proposed construction site at 3000 Sixth Line. We ask for a halt to the project until a thorough impact assessment, considering the cumulative effects of construction in the area, is completed. We ask that the Town take into account not just the economic benefits of this development but the profound social, environmental, and health-related costs that we, the residents, will bear.

Thank you for your attention to this critical matter. We trust that you will make the well-being of your existing residents a priority when making decisions about the future of Oakville.

From: Kerri Pauley
Sent: Monday, March 3, 2025 2:07 PM
To: Colin Westerhof <colin.westerhof@oakville.ca>
Subject: Re: [EXTERNAL] Fwd: 3000 Sixth Line Land use

Thank you for your response.
What steps will be taken to help mitigate noise, light and environmental pollution to existing residence on Westfield Trail and Andover Road who have had to mitigate the continual on slot of construction for

decades now? And what will be planned in place moving forward to combat noise and pollution in this area?
Thanks
Kerri

Colin Westerhof <colin.westerhof@oakville.ca> wrote:

Hi Kerri,

Thank you for your email, unfortunately I did not receive the original that was sent on February 27th.

The application currently proposes a phased development with mid-rise apartments along Dundas St W at 8 stories, and the building at the corner of Dundas and Sixth Line at 9 stories. Submission materials, which includes detailed architectural plans, can be found on the Town's webpage for the application.

Thanks again,
Colin Westerhof

Colin Westerhof, **MA, RPP, MCIP**
Planner
Planning & Development
Town of Oakville | 905-845-6601, ext. 3045 | www.oakville.ca

Vision: A vibrant and livable community for all
Please consider the environment before printing this email.
http://www.oakville.ca/privacy.html

From: Kerri Pauley
Sent: Saturday, March 1, 2025 9:05 AM
To: Colin Westerhof <colin.westerhof@oakville.ca>
Subject: [EXTERNAL] Fwd: 3000 Sixth Line Land use

Begin forwarded message:

From: Kerri Pauley
Date: February 27, 2025 at 1:11:57 PM EST
To: colin.westerhof@oakville.ca
Subject: 3000 Sixth Line Land use

What is the definition of mid rise??
How high (stories)will these go to further intrude upon existing homes along Andover Road?

Development Application - Zoning By-law Amendment
3000 Sixth Line and 21 Dundas Street West
File No: Z.1316.12

Description

The applicant is requesting site-specific regulations to permit a phased development consisting of four mid-rise residential buildings, four townhouse blocks, outdoor amenity space, and an interim one-storey retail building at the corner of Sixth Line and Kaitting Trail. When

Sent from my iPhone

From:
Sent: Sunday, March 16, 2025 9:42 AM
To: Town Clerks
Cc: Emerald Wong
Subject: [EXTERNAL] Re: Appeal Regarding Proposed Zoning By-Law Amendment 30000 Sixth Line and 21 Dundas Street West Z.1316.12, Ward 7

Apologies, I am sending an updated version as it was sent in error before completion. Please use the version below. Thank you.

Dear Town Clerk,

I hope this message finds you well. I am writing to formally express my concerns regarding the proposed zoning by-law amendment for the mixed-use development at 3000 Sixth Line and 21 Dundas Street West, which includes mid-rise residential buildings, townhouse blocks, outdoor amenity space, and a one-story retail building.

While I understand the intent to promote development in this area, I believe that the current proposal may not fully consider the impact on the surrounding community, particularly in terms of traffic, which is already extremely congested during rush hour along both Sixth Line and Dundas Street; road safety, which is already tenuous with narrow roadways and street parking that is used along Kaitting Trail; and the area public schools already being at capacity, with existing already approved housing development happening between Dundas Street and Burnhamthorpe Road. I kindly ask that these concerns be reviewed and considered before proceeding with the approval.

I would appreciate the opportunity to further discuss this matter and explore possible adjustments that would better align with the needs of both the community and the proposed development.

Thank you for your attention to this important issue.

Sincerely

Steven Morgan Chan and Emerald Chan

From: Julia Neukom
Sent: Thursday, March 27, 2025 7:45 PM
To: Town Clerks
Subject: [EXTERNAL] Concerns About New Development Proposal in Oakville - 3000 Sixth Line and 21 Dundas Street West

(File: Z. 1316/12)

Hi There,

I walked by a proposal sign this evening and wanted to share my thoughts. I've lived in Oakville for 26 years, and I'm disappointed with the direction things are heading for us.

I'm tired of Oakville continuing to build on the little "green" spaces we have left. We build overpriced and cheaply made homes that just cram more people into an already overcrowded area. Traffic is horrific in this area, parking is a nightmare and there are no areas of peace.

The one (and only) thing I enjoy about living in the Sixth Line area are the small nature paths. They offer a bit of peace - even though the constant noise from traffic makes it hard to fully enjoy. Are we really going to develop even more and lose our already limited green space in this area? Can't we just preserve this space, plant some more trees and flowers? I think my community would be much happier with something beautiful to look at, rather than a concrete building.

Each new development makes me sadder and sadder to live in my hometown.

Thanks for taking the time to consider my thoughts,

Julia

From:
Sent: Saturday, April 12, 2025 11:19 AM
To: Town Clerks
Subject: RE: [EXTERNAL] Re: Appeal Regarding Proposed Zoning By-Law Amendment 30000 Sixth Line and 21 Dundas Street West Z.1316.12, Ward 7

Hello Laura,

I would also like to highlight a concern regarding the proposed zoning amendment and its potential impact on the homes located along Kaitting Trail, between Sixth Line and Janice Drive. These residences already experience limited natural light from the north due to the existing four-storey mid-rise residential buildings constructed along Sixth Line. The proposed development would further restrict natural light from the south, as it introduces additional taller residential buildings between Kaitting Trail and Dundas Street. This represents a significant departure from the originally intended zoning for a one-storey retail building in this area.

Thanks for your consideration,
Steven

On March 17, 2025 at 10:18:52 AM, Town Clerks (townclerk@oakville.ca) wrote:

> Good day,
>
> Thank you for contacting the Town of Oakville.
>
> Your correspondence has been forwarded to the appropriate parties for review.
>
> Kind regards,
>
> Laura Pennal
>
> Clerk's Information Administrator
>
> **Town Clerks**
> Town of Oakville|905-845-6601|www.oakville.ca
> Vision: A vibrant and livable community for all
> Please consider the environment before printing this email.
> http://www.oakville.ca/privacy.html

From:
Sent: March 16, 2025 9:42 AM
To: Town Clerks
Cc: Emerald Wong
Subject: [EXTERNAL] Re: Appeal Regarding Proposed Zoning By-Law Amendment 30000 Sixth Line and 21 Dundas Street West Z.1316.12, Ward 7

Apologies, I am sending an updated version as it was sent in error before completion. Please use the version below. Thank you.

Dear Town Clerk,

I hope this message finds you well. I am writing to formally express my concerns regarding the proposed zoning by-law amendment for the mixed-use development at 3000 Sixth Line and 21 Dundas Street West, which includes mid-rise residential buildings, townhouse blocks, outdoor amenity space, and a one-story retail building.

While I understand the intent to promote development in this area, I believe that the current proposal may not fully consider the impact on the surrounding community, particularly in terms of traffic, which is already extremely congested during rush hour along both Sixth Line and Dundas Street; road safety, which is already tenuous with narrow roadways and street parking that is used along Kaitting Trail; and the area public schools already being at capacity, with existing already approved housing development happening between Dundas Street and Burnhamthorpe Road. I kindly ask that these concerns be reviewed and considered before proceeding with the approval.

I would appreciate the opportunity to further discuss this matter and explore possible adjustments that would better align with the needs of both the community and the proposed development.

Thank you for your attention to this important issue.

Sincerely

Steven Morgan Chan and Emerald Chan

From: Andrew Hannaford <ahannaford@mhbcplan.com>
Sent: Monday, April 21, 2025 3:29 PM
To: Town Clerks
Cc: Colin Westerhof
Subject: [EXTERNAL] Owner Delegation - Item 6.2 - April 22, 2025
Attachments: Item 6.2 Presentation - April 22 PDC.pptx

Good afternoon,

With regard to item 6.2 on the April 22, 2025 Planning and Development Council agenda, please find attached our (applicant) presentation which was previously reviewed and received by Town staff.

On behalf of the applicant, please register myself as the representative to delegate for the meeting. I will present our presentation and respond to questions.

I will be joined by members of our consulting team and ownership to answer any questions that may come up:

- Andrew Hannaford – MHBC Planning
- Jonabelle Ceremuga – Shoppers Realty Inc.(Owner) (jonabelle.ceremuga@loblaw.ca)
- Sarah Miller – Daniels City Builder Corporation
- Remo Agostino – Daniels City Builder Corporation
- Paul Cifoni – Trafalgar Engineering
- Adrienne Lee – Kirkor Architects
- Ali Lal – Kirkor Architects
- Kenneth Chan – LEA Consulting (transportation)

Please note that all but one from our team will be attending in person. Please provide information for Jonabelle Ceremuga to attend and speak virtually.

Thank you,

ANDREW HANNAFORD, BES, MCIP, RPP | Associate

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

12 James Street North, Unit 301, Hamilton, ON, L8R2J9
T: 905-639-8686 x 236

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3000 SIXTH LINE & 21 DUNDAS ST W

Statutory Public Meeting
Zoning By-law Amendment
Z.1316.12

April 22, 2025

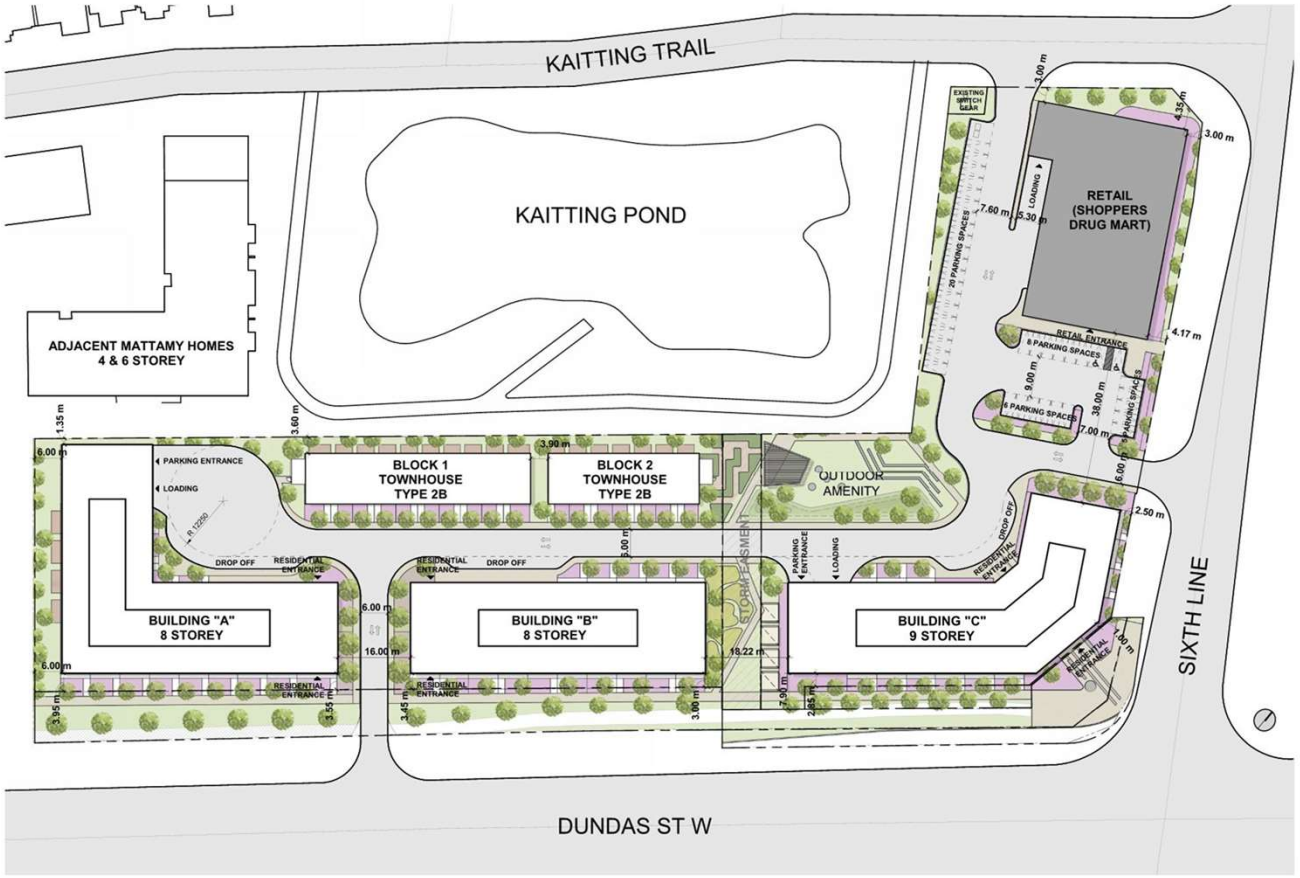
MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

If there is anyone watching the live stream of this meeting on oakville.ca and you wish to speak to this item, please call **905-815-6095** and we will connect you to the meeting. You will be called upon to speak following the registered delegations.

SITE CONTEXT



PROPOSAL
INTERIM SITE



PROPOSAL
ULTIMATE SITE



POLICY CONTEXT
NORTH OAKVILLE OFFICIAL PLAN

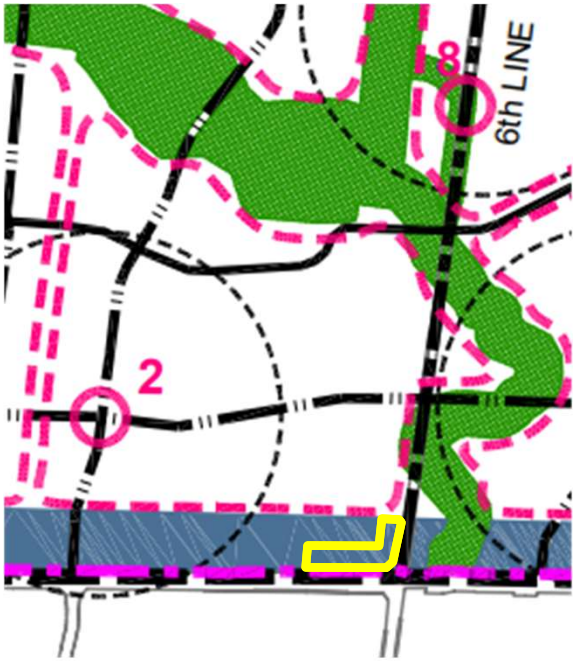


Figure NOE 1
- Urban Core Area

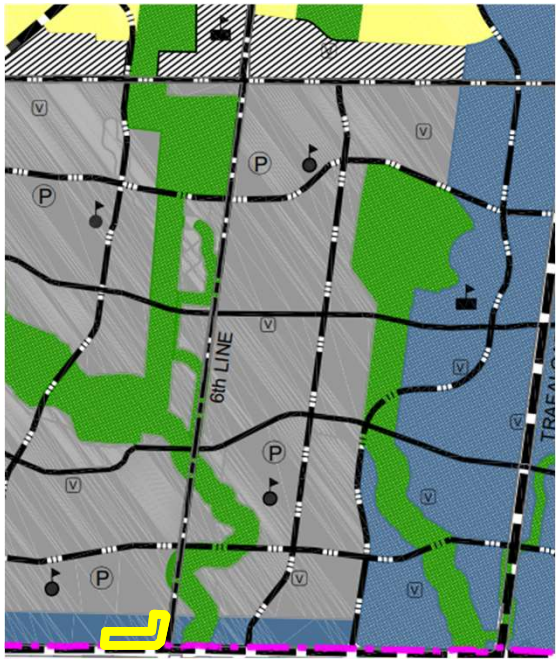
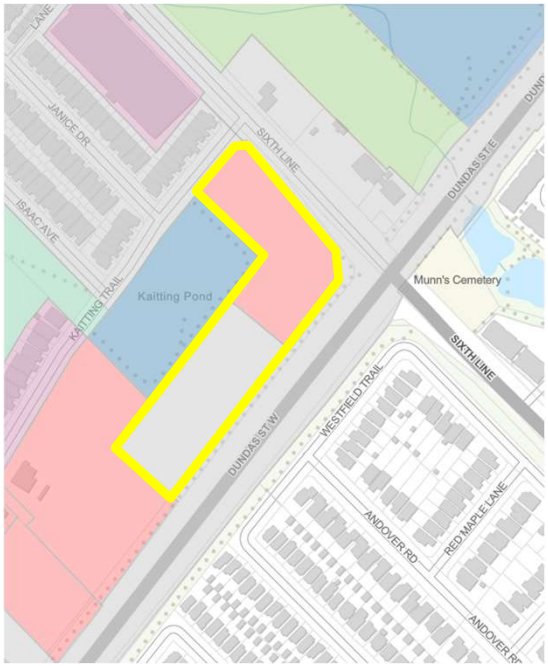


Figure NOE 2
- Dundas Urban Core Area

POLICY CONTEXT
NORTH OAKVILLE ZONING BY-LAW

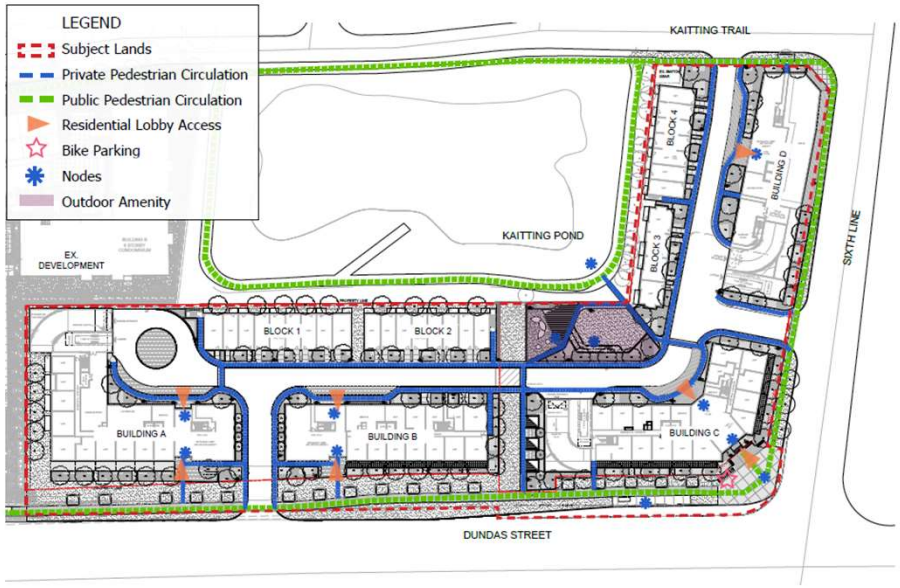


North Oakville Zoning By-law

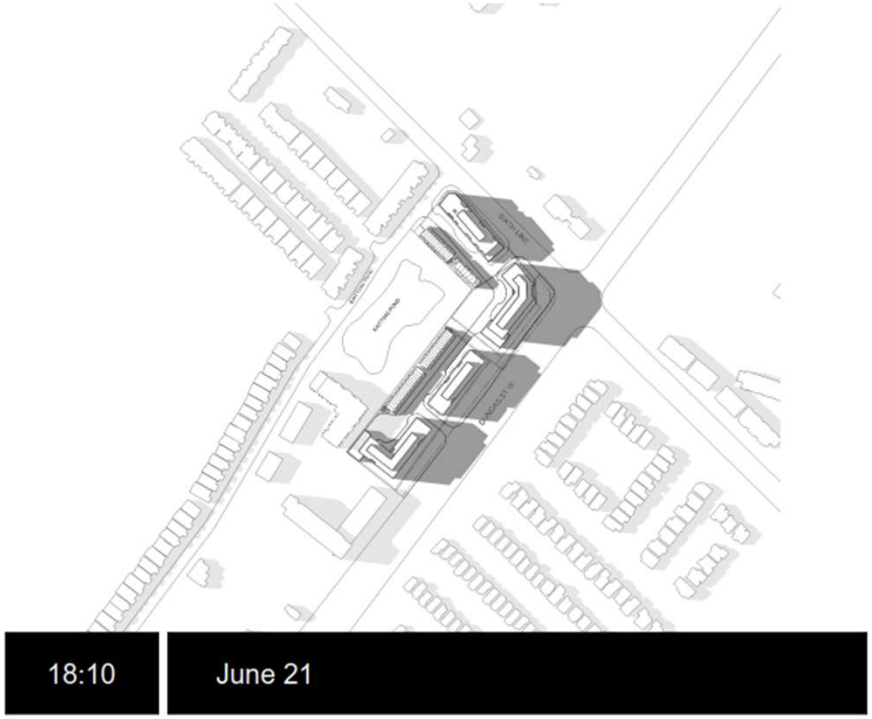
- Dundas Urban Core (H5-DUC-1)
- Future Development (FD)

ADDITIONAL INFO

Public Realm, Shadows, Climate Change



Pedestrian Circulation Plan



Shadow Study

TIMELINE & PUBLIC ENGAGEMENT



Thank you!

Questions?

Any comments/questions can be sent to Colin Westerhof at colin.westerhof@oakville.ca and the Town Clerk at townclerk@oakville.ca.

MHBC

Town of Oakville

Clerk's department

1225 Trafalgar Rd, Oakville, ON

L6H 0H3

Appeal for Zoning By-law Amendment

for 3000 Sixth Line and 21 Dundas Street West Shoppers Realty Inc. Z. 1316. 12, Ward 7

As a resident in a nearby area, I would like to appeal strongly to the above-proposed amendment as per the following points:

1. The area north of Dundas Street in Oakville, near the Sixth line, needed more business activity, such as plazas and shops, as it is saturated with many residential units.
2. The amendment proposes to increase the building height from 4 to 8-9 residential storeys, which will increase the car traffic in the area, which will result in increasing the time loss for drivers, increase the risk hazard for pedestrians, increase noise pollution and more.
3. The schools in the area are already overcrowded and use many portacabins for classes to accommodate students, almost double the design capacity of the school, and this proposal will worsen this problem.

I hope you, the town, will reject the proposal as it will affect the lives of residents in the area.

Ali Alhr

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

December 5, 2024

RE: Public Information Meeting Report
Proposed ZBA for Mixed Use Development
3000 Sixth Line & 21 Dundas Street West
Our File: 21178B

Public Information Meeting Details

An applicant-led Public Information Meeting ('PIM') was held on December 4, 2024 from 7:00pm to 8:00pm virtually using Zoom Webinar. As Canada Post were on-strike leading up to the meeting date, notices could not be mailed out as is standard practice. In accordance with alternative notice procedure confirmed by Town staff on November 15, 2024, notices were delivered by hand by MHBC staff on November 19, 2024 to all addresses within 240 metres of the Subject Lands. The notice circulated is attached as **Appendix 1** to this report.

The PIM was attended by the consulting team, applicant, local ward councillors, town staff, and members of the public. A total of 10 registrations were received, including 6 members of the public. The Attendee Report is attached as **Appendix 2** to this report.

The meeting format included a presentation by the consulting team, followed by a period of Q&A in which members of the public could submit their questions, and responses were provided by the consulting team. The presentation ran from approximately 7:00pm to 7:20pm, and the formal question and answer period followed for the remainder of the meeting.

Proposed Development

The proposed development was described in detail during the PIM. The presentation shared during the PIM is attached as **Appendix 3**.

The Subject Lands are proposed to be developed in three phases as part of an overall plan for the site. Phases 1 and 2 comprise the 'Interim Site Plan', while the addition of Phase 3 comprises the 'Ultimate Site Plan'.

The Interim Site Plan proposes three mid-rise residential buildings fronting onto Dundas Street West, with Buildings A and B having a height of 8 storeys and Building C having a height of 9 storeys. Building A is proposed in an 'L' configuration wrapping the westerly property line and Dundas Street West and contains the parking and loading entrance for both Buildings A and B off of the internal drive aisle and turning circle. Building B is centrally located along the Dundas Street West frontage

and shares underground parking and loading access with Building A. Building C wraps the corner of Dundas Street West and Sixth Line, with parking and loading access proposed off of the internal drive aisle. Two blocks of three-storey townhouses are also proposed along the north side of the internal drive aisle backing onto Kaitting Pond. The northeast corner of the site is to contain a one-storey retail building with surface parking and has been designed to appropriately interface with the adjacent Kaitting Trail and Sixth Line frontages, with vehicular access from the internal drive aisle and connectivity with the remainder of the site. The Interim Site Plan provides for a total of 542 residential units, 38,266.12 square metres of residential GFA, and 1,393 square metres of retail GFA.

The Ultimate Site Plan provides for an additional 8-storey mixed-use residential (Building D) located along the Sixth Line frontage to replace the single-storey commercial building. An additional two blocks of three-storey townhouses are also proposed to back onto the east side of Kaitting Pond. Parking and loading access for Building D are proposed from the internal drive aisle like with the other buildings. The Ultimate Site Plan provides for a total of 693 residential units, and 50,096 square metres of residential GFA. A total of 791 parking spaces are proposed within three underground parking structures.

Summary of Comments Received

The below is a complete list of all questions received at the PIM, and a summary of the responses provided:

1. *"What about traffic congestion? Dundas is already busy and there are two other residential buildings near by."*
    a. One of the key requirements is a Transportation Impact Study to understand existing and future traffic issues. This study will look at developments in the area, such as considering both current and future conditions, to determine what optimizations are needed.

2. *"What was the anticipated timeline again for each phase?"*
    a. The first phase involves prioritizing the activation of the retail, which will go first. The rest of the development will proceed over several years, with Step 1 being the construction of the retail.

3. *"What is* the *projected traffic patterns?"*
    a. No detailed data available to share for this meeting, however the traffic patterns inform the analysis within the Transportation Impact Study.

4. *"When do you anticipate the first phase will begin construction?"*
    a. The first phase involves prioritizing the activation of the retail, which will go first. The rest of the development will proceed over several years, with Step 1 being the construction of the retail.

5. *"I understand the breaks in the intended design faces but I am concerned over the 8 and 9* storey *heights. I feel like it will appear as a looming wall over the homes immediately across Dundas – Where I have lived for nearly 28 years. Other buildings in the area on Dundas seem*

to be around 6 storeys*. Is there a way to limit the height to 6 stories to avoid the "walling in" effect."*

   a. When considering density, we look at a number of factors. This area is an intensification corridor where there's a strong push to provide for more intense development. The Town of Oakville permits buildings of 8-12 storeys for this area within the Official Plan. We also recognize the current housing crisis, and need to provide for more housing. We also look at the abutting right-of-way width and take that into consideration to appropriately frame the street. Along Dundas there is a range of existing and proposed buildings at varying heights.

6. *"Sixth line has the capacity?"*
   a. With the recent upgrades in place by the Town, we believe there is capacity for this development on Sixth Line.

7. *"Where is the loading area for the commercial site?"*
   a. The loading area is located on the west side of the retail. Trucks will turn onto Kaitting Trail to access it.

8. *"How many trucks do you anticipate using Kaitting Trail per day?"*
   a. We're not sure yet, but likely a couple of trucks per day and they will not be operating during peak hours. This question can be better answered by Shoppers with future Site Plan applications.

9. *There* are *already 2 Shoppers Drug Marts nearby, a Superstore, Walmart and Longos, why would we need another pharmacy? Not to mention Shoppers is one of the most expensive stores around."*
   a. As the area grows, we want to provide more retail options. The more Dundas continues to develop, the more need there is to serve that population. Shoppers is the current retail envisioned for this site.

10. *"In the future, the plan would be to replace the Shoppers with residential, or build on top?"*
   a. The short term plan is to develop the stand-alone retail. In the long term the single-use retail would be removed and a new mixed-use building with ground floor retail would take its place.

11. *"I noticed the Butler Condo just west of the site appears stalled. Would you have info on the reason for that?"*
   a. We do not have any further information as that's not subject to this application. We encourage you to contact Town staff for further information on other proposals.

12. *"When do* you *plan to start building section(building) A?"*
   a. At this point, the priority is to activate the retail building. Much of the other processes are tied to the Zoning process and a series of future Site Plan Approval processes.

13. *"The development will overshadow Dundas-facing units and will have an impact on the scenery and daylight, feeling very closed in. Would this not affect the value and quality of life for owners of these units?"*
    a. Through the formal Zoning Application process a shadow study will be submitted. They aren't available at this time, but given the proposed height of 8-9 storeys, width of the abutting right of way, and building orientation south of Kaitting pond there should be minimal impacts. Shadows would be cast north towards the pond and not towards residential on the south side of Dundas.

14. *"Has a functional servicing study been done?"*
    a. Yes, this will be submitted with the formal Zoning application. Any necessary upgrades to infrastructure to service the proposal will be implemented prior to the start of construction.

15. *"Why is the Shoppers being built, only to be torn down and built into something else? Won't that create a lot of disturbances?"*
    a. In the short term, the intent is to activate the retail space. There is no timeline for when we would redevelop the retail area. This shows that there is an opportunity to redevelop the land, with a short-term and long-term vision for the Town.

Conclusion

The comments and feedback received through the PIM will be reviewed alongside comments received from Town and agency staff through the formal application process. Additional details and opportunity for further public feedback will be provided through the Zoning By-law Amendment application.

Yours truly,

MHBC



Andrew Hannaford, BES, MCIP, RPP
Associate

North Oakville Secondary Plan

7.2 COMMUNITY VISION

7.2.1 PURPOSE

The community vision and objectives on which the Secondary Plan is based were developed when the North Oakville East lands were designated as "Urban Special Study Area". They have been modified to reflect the results of the Secondary Plan process and are outlined in the following sections.

The community vision and objectives represent expressions of general intent and are not to be interpreted as direct statements of planning policy, rather they form a basis for the policies contained in the Secondary Plan. In particular, it is not proposed that they be applied directly in the evaluation of any development or redevelopment proposal.

7.2.2 VISION

North Oakville's development as an urban community shall reflect Oakville's distinct historical roots and small-town heritage and Trafalgar Township's village rural heritage, with nodal development, prestige industry, and green linkages continuing to define Oakville's unique landscape.

North Oakville should also be forward-looking. It should be a model of smart growth and social diversity. It should enhance the Town's reputation for excellence and its capacity to link the past, present and future.

The design of North Oakville East will generally reflect the "Transect"[1], a system of classification of human habitats from the most rural which is reflected in the natural heritage and open space system, to the most urban conditions, which is reflected in urban core areas. The goal of the transect-based system is to make it possible for North Oakville East to sustain a complete palette of neighbourhoods and employment opportunities.

In keeping with the Transect, North Oakville East is planned as a compact, pedestrian-oriented, urban community containing a broad range of housing opportunities ranging from executive housing on large lots to high rise apartment units.

The character and pattern of the community will be significantly influenced by a planned natural heritage and open space system. This natural heritage and open space system is designed to protect the natural environment, provide a balance between active and passive recreation needs and contribute to the quality of life in North Oakville and the Town as a whole. A key component of the system will be the provision of an opportunity for residents and employees to use an extensive open space trail system.

The natural heritage and open space system helps to create definable neighbourhoods. These neighbourhoods will be known for their walkable streets and their central nodes, which will include civic uses such as a transit stop and mail services, and may include a few small shops and services. These nodes will be popular neighbourhood meeting

[1] The Transect was developed by the firm of Duany Plater-Zyberk & Company

places and will generally be located within a five minute walk of the entire neighbourhood.

The community will be well served by an interconnected transit network which will provide residents and employees opportunities for an attractive alternative travel mode within North Oakville, and connections to the rest of the Town, as well as transit facilities which serve the Region and the Greater Golden Horseshoe.

A business park located along Highway 407 provides a range of employment opportunities to residents of Oakville including prestige employment and office development at Trafalgar Road. The jobs available in the North Oakville East Secondary Plan Area, in combination with those jobs in the North Oakville West Secondary Plan Area, help to create a live-work community.

7.2.3 GENERAL DEVELOPMENT OBJECTIVES

The following general development objectives will guide the future urban development of the Planning Area.

7.2.3.1 Environment and Open Space

a) To establish as a first priority of the Town, a natural heritage and open space system, within the context of an urban setting, the majority of which is in public ownership.

b) To create a sustainable natural heritage and open space system which provides a balance between active and passive recreational needs and links to the existing open space system within the Town.

c) To identify, protect and preserve natural heritage features within the natural heritage component of the natural heritage and open space system and ensure that their use respects their functional role as natural areas within the ecosystem.

d) To incorporate measures intended to achieve the goals of environmental protection and enhancement including energy conservation, greenhouse gas reduction, and increased utilization of public transit.

e) To preserve and protect ESA's, ANSI's, provincially significant wetlands and significant woodlands which form the core of the natural heritage component of the natural heritage and open space system, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long term sustainability of the natural heritage component of the system within the urban context.

7.2.3.2 Residential

a) To create residential communities which complement the existing built form elements that are intended to remain within the community, and incorporate the best community planning and urban design practices available while protecting, enhancing and integrating the area's natural heritage component of the natural heritage and open space system.

b) To establish overall development densities that equal or exceed the density established by the Halton Urban Structure Plan and which are commensurate with the type and frequency of transit service planned for the area.

c) To reflect the land use objectives as set out within the Halton Urban Structure Plan (April 1994).

d) To minimize travel time, traffic, greenhouse gases, servicing costs and energy costs through a variety of mechanisms, and particularly by providing an efficient land use arrangement and a mix of housing forms and tenures.

e) To encourage a closer relationship between the workplace and home through land use planning decisions.

f) To create varied and distinguishable residential neighbourhoods which provide a strong, identifiable sense of place for the residents.

g) To provide for a variety of residential densities and unit types throughout the planning area, responding to the varied needs of the future population, while directing the highest densities and intensity of use to the Trafalgar Road Corridor in support of a broad range of services including high frequency transit, shopping, personal services and community facilities.

7.2.3.4 Urban Design

a) To provide integrated community design that coordinates land use, the natural heritage and open space system, the street network and built form to reinforce the community vision.

b) To integrate important views and vistas of the natural heritage and open space system within community design.

c) To create an urban fabric characterized by a connected street system that is responsive to the natural heritage and open space system and existing land uses.

d) To promote building design variety that promotes an active, safe pedestrian realm within the streetscape.

e) To design street sections that promote a sense of scale and provide for pedestrian comfort.

f) To promote building forms that address the street and minimize the impact of garages and service areas on the streetscape.

g) To encourage mixed use development along strategic corridors and at neighbourhood centres.

h) To create retail and service commercial development that has a strong relationship to streetscapes and major pedestrian ways.

i) To integrate community and institutional uses at landmark locations.

j) To promote a variety of housing with diverse architecture.

k) To create high quality employment areas which are easily accessed by trucks and other vehicular traffic, as well as transit, bicycles and pedestrians.

7.2.3.5 Transportation

a) To create a system of roads and transportation corridors which promotes the safe, efficient circulation of traffic including transit and non-vehicular traffic.

b) To establish an efficient and linked, safe pedestrian movement system (cycleways and walkways) along with an appropriate distribution of land uses so that residents do not need to rely on the automobile to meet the recreational, shopping and commuter needs of daily life.

c) To establish a transportation system that complements and supports the existing and future urban structure and land use pattern.

d) To promote transit opportunities through community design, including a "transit first" policy to ensure that development including the phasing of development, proceeds in a manner which will be supportive of the early provision of transit services.

e) To explore all modes of transportation including the use of HOV lanes, express bus lanes and transit rights-of-way on the existing and future road network in Oakville, as well as other innovative approaches to transit.

f) To plan residential development and its road network so that residents are predominantly within a 400 metre walking distance of transit services.

g) To promote both local and higher order transit opportunities through land use arrangements, building orientation and streetscape design.

7.2.3.6 Servicing

a) To provide for water and wastewater services, together with storm drainage works, reflecting the requirements of the various levels of government and minimizing their impact on the natural environment.

b) To ensure that the development industry absorbs its share of the cost in the provision of the necessary infrastructure.

7.3 COMMUNITY STRUCTURE

7.3.1 PURPOSE

Figure NOE1, the Community Structure Plan, establishes a range of components which define the general arrangement of land use and activity for the Planning Area.

Each component of the Community Structure Plan has its own function which is described in the following sections, together with the ultimate population, housing and employment targets.

7.3.6 POPULATION/HOUSING TARGETS

7.3.6.1 Population

The North Oakville East Planning Area capacity or ultimate population target, which may not be achieved within the 2021 planning period, is a population of between 45,000 and 55,000 at an overall density that equals or exceeds the requirements of the Halton Urban Structure Plan of 30 units per hectare on a net basis as defined in Section 7.10.13 of this Secondary Plan. The achievement of these targets on a yearly basis shall not be required, however, the Town will review the achievement of the targets every five years and will monitor on an annual basis. Further, the total population target which will be achieved in North Oakville will reflect the population target for North Oakville East in combination with the population target for North Oakville West established in the North Oakville West Secondary Plan. The total of these two targets will fulfill the population target of Official Plan Amendment No. 198.

7.3.6.2 Housing Mix Target

a) The housing unit mix targets for the ultimate development of North Oakville East, which may not be achieved within the 2021 planning period, are outlined below and for each density type a target range is provided. The achievement of a housing mix which lies between the target ranges on a yearly basis shall not be required, however, the Town will review the achievement of the targets every five years and will monitor on an annual basis. Any such review shall not result in a reduction of the population target contained in Section 7.3.6.1 or the population related component of the employment target. Sections 7.9.5.2 and 7.9.5.3 of this Plan set out the Monitoring Program and Monitoring Report requirements.

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

b) The Town will also seek to encourage a balance between rental and ownership housing in accordance with the policies of Part C, Section 3 of the Official Plan.

7.4 SUSTAINABLE DEVELOPMENT STRATEGY

7.4.1 PURPOSE

In keeping with the objectives of this Secondary Plan, the Town of Oakville is committed to the principle of sustainable development[2] in the development of North Oakville East.

The Sustainable Development Strategy provides policies with respect to the implementation of this principle as it relates to development form, and specifically to the protection, conservation and enhancement of air, water and ecological features and functions, energy and other resources, and heritage resources.

7.4.2 DEVELOPMENT FORM

The North Oakville East Secondary Plan has been based on a conceptual design which maximizes the potential for sustainable development through such features as mixed use development, a modified grid road system which enhances the opportunity to provide transit, and a Natural Heritage and Open Space System.

In addition to the general direction implicit in the Plan, the Town will actively encourage development which is specifically based on the principle of sustainable development, including the development of Town facilities. The Town will also work with other public agencies to encourage them to follow these principles. Such development will be designed to:

a) reduce the consumption of energy, land and other non-renewable resources;

b) minimize the waste of materials, water and other limited resources;

c) create livable, healthy and productive environments; and,

d) reduce greenhouse gases.

7.4.3 AIR/ENERGY EFFICIENCY

The Town recognizes that air quality in North Oakville East will be significantly influenced by air pollutant emissions from outside the area. However, the Town will work to improve air quality and energy efficiency in North Oakville East:

a) by directing through the Secondary Plan policies, and their implementation, through the evaluation of development applications, and through the initiation of municipal programs and works, consideration of the following land use and transportation strategies to minimize the amount of vehicular travel and emissions:

[2] The Bruntland Commission (1983) defined sustainable development as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

i) concentrate activity centres such as places of worship, recreation centres and schools;

ii) encourage mixed-use development;

iii) encourage increased density near transit stops/stations and along transit routes commensurate with the type and frequency of transit service planned for that area and/or corridor;

iv) provide pedestrian and bicycle facilities;

v) ensure an interconnected street network;

vi) develop a strategy for the provision of public parking facilities at key locations; and,

vii) provide convenient and efficient transit service.

b) by directing where the Town has jurisdiction, including through its engineering standards, and encouraging where it does not, measures to reduce the "urban heat island effect" including installation of reflective (or high albedo) roofs, installation of green roofs, increasing the reflective nature of pavement and planting of shade trees; and,

c) by encouraging at the development application stage, the reduction of energy and residential combustion emissions through a range of approaches including the development of R-2000 homes and similar commercial construction standards such as LEED or other published standards, the incorporation of Energy Star appliances, the physical layout of the plan having regard to energy conservation, and buildings powered by renewable energy sources, both passive and active.

7.4.4 APPLICATION REVIEW

a) Development which incorporates initiatives to reflect the principle of sustainable development, including three or more matters set out in Section 7.4.4 b)i) and b)ii) or other initiatives, may proceed as soon as servicing can be made available, regardless of the development phase in which it is located, subject to approval by the Town and the Region of Halton.

b) Such development must comply with the other policies of this Plan and shall also:

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

1) the incorporation of alternative energy systems including the use of renewable energy resources and/or district energy facilities; and/or,

2) minimizing energy needs and flat-lining the energy profile of the design of the neighbourhood or development.

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

1) utilizing the standard for residential construction at a minimum of R-2000 and for commercial buildings, similar commercial construction standards such as LEED or other published standards;

2) incorporating opportunities for efficiencies through orientation and the use of passive solar energy and landscaping options;

3) incorporating the potential for future alternative uses and life stages in building design;

4) maximizing opportunities for waste reduction, reuse and recycling in the construction process, building design and community design;

5) maximizing opportunities for stormwater and grey water reuse including the use of permeable materials for the surfaces of parking lots and internal driveways/roads;

6) maximizing opportunities for application of stormwater management at the site level;

7) incorporating water conservation measures in all buildings and landscaping; and,

8) incorporating measures to reduce the "urban heat island effect" including installation of reflective (or high albedo) roofs, installation of green roofs, increasing the reflective nature of pavement and planting of shade trees.

7.4.5 WATER MANAGEMENT

The management of water resources within the North Oakville East Planning Area shall be undertaken in accordance with the directions established in the North Oakville Creeks Subwatershed Study. No amendments to the Secondary Plan shall be required to implement the recommendations of the Subwatershed Study or for changes to the number or location of stormwater management facilities in accordance with the policies of Section 7.6.2.2 a) of this Plan.

It is an objective of the Town that there be no net increase in phosphorus loadings as a result of development. It is recognized that this objective is achieved by requiring stormwater management ponds in North Oakville East to meet the MOE's Enhanced (Level 1) Guidelines. Provided the MOE's Enhanced (Level 1) Guidelines are met, there is no requirement to further analyze the total phosphorus during development approval.

Further, prior to draft approval of plans of subdivision, Environmental Implementation Reports will be required for each subcatchment area (See Appendix 7.2) in which they

are located, in accordance with the policies in Section 7.8.3 a). The Environmental Implementation Reports, in concert with the North Oakville Creeks Subwatershed Study, fulfill the EIS requirements of the Region of Halton Official Plan.

7.5 COMMUNITY DESIGN STRATEGY

7.5.1 PURPOSE

This section outlines general design policies for North Oakville East, as well as specific policies for the Neighbourhoods as designated on Schedule NOE1, and the Trafalgar Urban Core Area, Neyagawa Urban Core Area, the Dundas St. Urban Core Area, Employment Districts, and existing development.

7.5.2 MASTER PLAN

a) The North Oakville East Master Plan in Appendix 7.3 to the Official Plan is intended to illustrate graphically the design of the North Oakville East Planning Area and how the policies and Figures of the North Oakville East Secondary Plan are to be implemented. The spacing, function and design of intersections of Local Roads with Major Arterial/Transit Corridors (i.e. Regional arterials) shown on Appendix 7.3 have not been approved by the Region, and such intersections shown on Appendix 7.3 and on any subsequent area design plan, plan of subdivision, or other development plan, are subject to Regional approval.

b) Prior to the commencement of the development of any:

i) neighbourhood in accordance with the neighbourhood boundaries established on Figure NOE1 and, where applicable, the portion of the Dundas Urban Core that abuts the neighbourhood;

ii) sub-area within the Trafalgar Urban Core Area identified on Figure NOE1, except that lands in any sub-area on one side of Trafalgar Road may proceed independently of the lands in that sub-area on the other side of Trafalgar Road;

iii) part of the Neyagawa Urban Core Area; or

iv) sub-area within the Employment Area or the Transitional Area identified by the Town, in consultation with all affected landowners, based on boundaries created by Arterial, Avenue or Connector roads or natural features, provided that a sub-area may include adjacent Employment and Transitional Areas.

The Town shall determine, after consultation with all affected landowners in the specific area, whether proposed plans of subdivision or other development plans for the affected lands are generally consistent with the Master Plan in Appendix 7.3. Where such plans are determined to be generally consistent with the Master Plan, development may be permitted to proceed without the preparation of an area design plan.

c) The Town shall require the preparation of an area design plan to the satisfaction of the Town, prior to draft plan approval or approval of other development plans in a specific area identified in subsection b), where:

i) proposed plans of subdivision or other development plans for the area are not generally consistent with the Master Plan in Appendix 7.3;

ii) the Town after consultation with all affected landowners, determines that an area design plan is required to address coordination issues between landowner plans;

iii) the Town, after consultation with all affected landowners, determines that an area design plan is required to address coordination issues between areas identified in 7.5.2 b) i) to iv); or

iv) any significant development is proposed in the Transitional Area designation.

d) The area to be addressed by the area design plan will include, as applicable, one or more of the areas identified in subsection b).

e) The area design plan will be designed to demonstrate conformity with the policies and Figures of the Secondary Plan and will provide details including:

i) the size and location of schools, neighbourhood parks, village squares and urban squares;

ii) the location, size and general configuration of stormwater management ponds;

iii) the detailed road pattern;

iv) the specific boundaries of neighbourhood land use categories and other designations;

v) the density and distribution of housing types;

vi) how the proposal addresses the Town's Implementation Strategy;

vii) the location, alignment and boundaries of Medium Constraint Streams;

viii) co-ordination with land uses and road patterns for lands outside, but adjacent to the lands which are the subject of the area design plan; and

ix) the requirements for Transitional Areas as set out in Section 7.6.9.3 a).

f) Such area design plans shall be prepared in accordance with terms of reference approved by the Town and the applicant(s), by a consultant approved by the Town and the applicant(s), and retained by, and at the cost of, the applicant(s).

g) In the preparation of the terms of reference, the Development Review provisions of Section 7.8 of this Plan will be used as a guide.

h) A proposed plan of subdivision or other development plan shall be considered to

be inconsistent with the Master Plan, as referenced in subsection c) i), if it does not conform to the General Design Directions in Section 7.5.4, or results in coordination issues between areas identified in subsection b. The following will generally not be considered to be inconsistent with the Master Plan, provided that the Town determines that the plan of subdivision or other development plan conforms with the policies and Figures of the Secondary Plan:

i) modifications to, or relocations of portions of the road pattern;

ii) modifications to Medium or Low Constraint Stream Corridors or Hydrologic Features "A" and "B";

iii) relocation of public facilities including parks, schools and stormwater ponds; or

iv) reconfiguration of the neighbourhood land use categories generally in accordance with the neighbourhood land use category requirements of Table 1. However, any reconfiguration of neighbourhood land use categories proposed by a plan of subdivision or other development plan that necessitates significant changes to the distribution of neighbourhood land use categories on other land ownerships, in order to maintain general conformity with Table 1, will require the preparation of an area design plan.

i) The approval of an area design plan by the Town shall not require an amendment to this Plan.

7.5.3 DESIGN GUIDELINES

Urban Design and Open Space Guidelines, which will include guidelines with respect to matters set out in Section 7.5 as well as heritage resources, will be prepared by the Town as part of the North Oakville East Implementation Strategy prior to the approval of any development applications. All development applications will be evaluated by the Town to ensure that they are consistent with the Urban Design and Open Space Guidelines.

7.5.4 GENERAL DESIGN DIRECTIONS

a) All development, particularly in the Urban Core Areas, Neighbourhood Centre and General Urban Areas, shall be designed to be compact, pedestrian and transit friendly in form. Mixed use development will be encouraged.

b) A hierarchy of civic, institutional and commercial uses shall be established in locations which form part of mixed use areas (rather than isolated in single-use complexes) which allow them to serve as focal points for the Planning Area as a whole, neighbourhoods and sub-neighbourhoods. In particular, the ordinary activities of daily living shall occur within walking distance of most dwelling units.

c) Development shall be based on a modified grid road system with interconnected networks of roads designed to disperse and reduce the length of vehicular trips

and support the early integration and sustained viability of transit service. For local roads not shown on Figure NOE4, the modified grid road system will respond to topography and the Natural Heritage System component of the Natural Heritage and Open Space System. Cul-de-sacs will generally be permitted only when warranted by natural site conditions

d) The Natural Heritage component of the Natural Heritage and Open Space System forms a central feature of the Planning Area and the development form should reflect this fact. In addition, an associated comprehensive, interconnected system of trails will be developed which will generally reflect the major trail system on Figure NOE4.

e) Public safety, views and accessibility, both physically and visually, to the Natural Heritage component of the Natural Heritage and Open Space System, as well as to parks, schools and other natural and civic features, will be important consideration in community design. This will be accomplished through a range of different approaches including, but not limited to, the use of single loaded roads, crescent roads, combining public open space with other public or institutional facilities (e.g. school/park campuses, easements, stormwater ponds adjacent to the Natural Heritage component of the System) and the location of high density residential and employment buildings. With respect to the Natural Heritage component of the Natural Heritage and Open Space System, priority will be given to maintaining views and accessibility at key trail access points where Arterial, Avenue and Connector roads are adjacent to the System. Where there is no significant Natural Heritage edge exposed at Arterial, Avenue or Connector roads, Neighbourhood Parks, Village Squares or local roads will be encouraged to provide access and visibility.

With respect to other public facilities particularly schools and parks, of the total linear perimeter distance around such uses in the order of 50% of the perimeter will be bounded by a combination of roads and open space which will allow public access or, at a minimum private open space which will allow significant views of the feature or facility. Where only road frontage is provided the frontage shall be in the order of 40% of the perimeter of the features and facilities.

f) Parks, neighbourhood activity nodes, and other civic areas will serve as central "meeting places" for residents, particularly within neighbourhoods and sub-neighbourhoods

g) Building densities and land uses designed to support the use of transit and the level of transit service proposed for specific areas shall be located within walking distances of transit stops and lines.

h) The incorporation of cultural heritage resources into the community, including their use and adaptive reuse, shall be encouraged.

i) The location of *active transportation* facilities should conform with Schedule D, Active Transportation Plan, to the Livable Oakville Plan, recognizing that the alignments are diagrammatic. An official plan amendment will not be required for changes to the alignments of *active transportation* facilities provided that the general intent and purpose of Schedule D to the Livable Oakville Plan is

7.5.5 STREETSCAPE

The streetscape consists of streets and public frontages. The streets provide the traffic and parking capacity. The public frontages provide for pedestrian circulation and contribute to the character of the streetscape. The design of the streetscape is defined by the type of sidewalk, curbing, planters and street trees. The policies of Section 7.7.2 of this Plan provide detailed direction with respect to the design of typical streets, while the Urban Design and Open Space Guidelines will address directions for public frontages and other design treatments.

The Urban Design and Open Space Guidelines will establish five types of streets with respect to typical design treatment. Variations may be considered by the Town based on circumstances such as topography, proposed abutting land use, relationship to the Natural Heritage and Open Space System and achievement of other design objectives:

7.5.5.1 Arterial/Transit Corridors

Arterial/Transit Corridors as designated on Figure NOE4 are high capacity roads which serve as major gateways into the community, including both the Town as a whole, and North Oakville East. A balance must be achieved between their transportation function, including accommodation for transit, and their ability to provide access to flanking land uses, and to act as socially vibrant public space. To assist in achieving this balance, these streets will have the highest form of design treatment, including wide sidewalks, special tree and feature planting, paving, lighting and signage design.

7.5.13 URBAN CORE AREAS – INTERIM USES & PHASED DEVELOPMENT

Urban Core Areas, particularly the Trafalgar Urban Core Area, are intended to ultimately provide for a primarily mixed use development which is the densest in North Oakville. In order to ensure that the ultimate development form is not constrained by interim land uses and the development of initial phases, the following planning and design principles will form the basis for development:

a) Buildings shall be planned on the basis that intensification will occur, either by future phases of development around them, by intensification or redevelopment of the buildings themselves, or both. Nevertheless, except for minor buildings and structures, buildings and other facilities shall be viewed as if permanent (i.e., potentially remaining for the long term). Accordingly, buildings shall be located on the site to the urban standards set out in this section and planned so that future phases of intensification are not inhibited.

b) Development shall be designed to be pedestrian and transit friendly from the outset. In particular, development shall generally be oriented to the street and designed to promote a vital and safe street life and to support the early provision of transit. However, large retail stores, which are permitted within the Urban Core Areas, are often not conducive to a vibrant and active street life. Design alternatives to address such stores may include, among other possible

alternatives, locating these stores in the interior of commercial or mixed use development blocks with smaller stores and buildings oriented to surrounding Arterial, Avenue or Connector Roads to create a strong street presence. Alternatively, the frontage of the large retail store facing the Arterial, Avenue or Connector Road could be lined with smaller stores or multiple entrances.

c) The highest density development should be concentrated on Trafalgar Road in the Trafalgar Urban Core Area.

d) Design guidelines shall be developed to ensure appropriate relationships between different forms of development recognizing that development in the Urban Core Areas will include a variety of built-forms, and will change and evolve over time.

e) A street and open space network that fosters connections within the Urban Core Areas and between the Urban Core Areas and the wider community will be created.

f) Design excellence shall be promoted and shall convey aspects of the Town's local character throughout the Urban Core Areas.

7.5.15 DUNDAS URBAN CORE

The Dundas Urban Core Area as designated on Figures NOE1 and NOE2 is intended to allow the creation of a band of mixed use development at high and medium densities along the Dundas St. corridor. Key design elements of this area include:

a) Mixed use development shall be permitted throughout the Urban Core Area, however, retail and service commercial development shall be restricted to locations at the intersections with north/south streets.

b) The full range of uses and densities of development, including live/work units, would be permitted throughout the Urban Core Area, with the exception that retail and service commercial development shall generally be located at the intersections of Minor Arterials, Avenues and Connectors with Dundas Street. It is also anticipated that the highest density uses would be encouraged to locate at these intersections.

c) Where retail and service commercial development is permitted it will be encouraged in a "main street" format where retail and service commercial uses are oriented to the street creating a pleasant, pedestrian shopping environment. These retail and service commercial uses may be in stand alone stores or in the ground floor of mixed use buildings. In areas of commercial development:

i) the principal public entrance should provide direct access onto the public sidewalk;

ii) the primary windows and signage should face the street;

iii) buildings facing the street should be encouraged to have awnings, canopies, arcades or front porches to provide weather protection;

i) no parking, driveways, lanes or aisles should be permitted between the buildings and public sidewalks;

v) buildings should have a consistent setback and parking lots abutting the street should be limited and designed in accordance with the provisions of Section 7.5.7.1;

vi) the location and design of any large retail stores shall consider the design alternatives set out in Section 7.5.13 b); and,

vii) any commercial nodes including large retail stores should be integrated into the pattern of streets and blocks of which they are a part. The pattern of blocks and the physical design of the buildings in relation to the street should encourage pedestrian circulation to, from and within this commercial area. Streets, sidewalks and the orientation of buildings shall be designed to create comfortable, enjoyable pedestrian movement in a vibrant public realm.

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

7.6 LAND USE STRATEGY

7.6.1 PURPOSE

The land use designations on Figure NOE2 establish the general pattern of development for the existing and future use of the North Oakville East Planning Area during the planning period. The policies for these designations are set out in this section.

7.6.5 DUNDAS URBAN CORE AREA

7.6.5.1 Purpose

The Dundas Urban Core Area designation on Figure NOE2 is intended to allow the creation of a band of mixed use development at medium and high densities with a clustering of retail and service commercial development and/or high density buildings at the intersections with north/south streets.

7.6.5.2 Permitted Uses, Buildings and Structures

a) The permitted uses shall be the full range of office, commercial, including retail and service commercial, health and medical, institutional and medium and high density residential uses.

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

c) The total retail commercial development in this designation shall not exceed a total of 32,000 sq. metres gross leaseable floor area. Other commercial development such as financial institutions, service stations, restaurants and service commercial uses shall not be subject to this floor area limit. No single user or retail store shall exceed a maximum of 7,000 sq. metres of gross leaseable floor area. Of the total 32,000 sq. metres gross leaseable floor area, a maximum of 19,000 sq. metres of gross leaseable floor area, which may include supermarkets located at the Dundas/Neyagawa intersection.

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

e) Stand-alone townhouses shall not be permitted adjacent to Dundas Street.

7.6.5.3 Land Use Policies

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

b) Building Heights

i) A minimum height of 3 storeys shall be permitted.

ii) A maximum building height of 8 storeys shall be permitted.

iii) A commercial building permitted as part of a comprehensive development, including implementing zoning, shall be a minimum height of 5 metres.

iv) In accordance with Section 7.6.2.2.a.v) increases of up to 4 storeys beyond the maximum permitted building height, exclusive of bonusing, may be considered where adjacent to a stormwater management pond.

v) Increases of up to 4 storeys beyond the maximum permitted building height may be considered through bonusing, subject to Section 7.10.2.

7.6.2.2 Permitted in Most Land Use Designations

The following land uses shall be permitted in all designations except the Core and Linkage Preserve Areas, and High Constraint Stream Corridor Area designations, or where Medium Constraint Stream Corridors are ultimately located, unless otherwise noted:

v) Where a pond has been minimized in accordance with Section 7.6.2.2.a.iv), increased height to a maximum of 4 additional storeys, exclusive of bonusing, may be considered on adjacent lands.

7.10 IMPLEMENTATION AND INTERPRETATION

7.10.2 ZONING BY-LAW

This Secondary Plan will be implemented by appropriate amendments to the Town's zoning by-law in accordance with the policies of this Secondary Plan and Part F, Section 1.3 of the Official Plan, in conjunction with draft plans of subdivision or other specific development applications. With respect to the bonus provisions of Section 1.3 b), in addition to the matters listed, bonusing for development in the Trafalgar Urban Core may be considered for the provision of urban squares where the provision of such facilities would exceed the 5% parkland dedication requirements, municipal parking structures, underground parking, structured parking, and enhanced streetscape facilities. However, the maximum height of any building in Trafalgar Urban Core Area, including any bonus for height, shall be 30 storeys.

2.1 Zones *(2012-001), (2013-065)*

This By-law establishes the following *zones* and places all lands subject to this By-law in one or more of the following *zones*:

Table 2.1.1: Zones in the North Oakville Zoning By-law

Zone	Symbol	Uses / Standards (non-operative)
Trafalgar Urban Core	TUC	5.1 and 7.1
Dundas Urban Core	DUC	5.1 and 7.2
Neyagawa Urban Core Area	NUC	5.1 and 7.3
Palermo Village North Urban Core	PUC	5.1 and 7.4
Neighbourhood Centre	NC	5.1 and 7.5
General Urban	GU	5.1 and 7.6
Sub-urban	S	5.1 and 7.7
High Density Residential	HDR	5.1 and 7.8
Light Employment	LE	5.1 and 7.9
General Employment	GE	5.1 and 7.10
Service Area - Employment	SA	5.1 and 7.11
Institutional	I	5.1 and 7.12
Future Development *(2022-007)*	FD	5.1 and 7.13
Natural Heritage System	NHS	5.1 and 7.14
Cemetery	CE	5.1 and 7.15
Park	P	5.1 and 7.12
Stormwater Management Facility	SMF	5.1 and 7.12
Automotive Service	AS	5.1 and 7.17

Future Development Zone

7.13 Future Development (FD) Zone Regulations *(2012-001)* *(2022-007)*

7.13.1 Permitted Uses

i. The uses as permitted in Section 4.3.1.

ii. Infrastructure for which an Environmental Assessment has been completed or which are required as a condition of approval under the Planning Act, subject to the following provisions:

a. Notwithstanding any other provision of this By-law, any *building* or *structure* for the purpose of providing or sheltering infrastructure shall not be subject to Section 7.13.2;

b. Any *building* or *structure* used for a *general office use*, *public works yard*, or *warehouse* shall not be permitted.

iii. The *use* of legally existing *buildings* and *structures* by new *accessory uses*.

7.13.2 Permitted Expansion of Legal Buildings and Structures

The existing *lot coverage* on the day of the passage of this by-law, for all existing *buildings* or *structures* and existing *accessory buildings or structures*, may be increased by a maximum of 10% subject to regulations of this section and section 5.

7.13.3 Maximum Height

10 metres except for *agricultural buildings*

7.13.4 Minimum Yards

Front Yard and *Flankage* - 9 m
Side Yard - 2.4 m
Rear Yard - 7.5 m

(Performance zones relocated by 2012-001 and 2013-065)

7.2 Dundas Urban Core (DUC) Zone Regulations

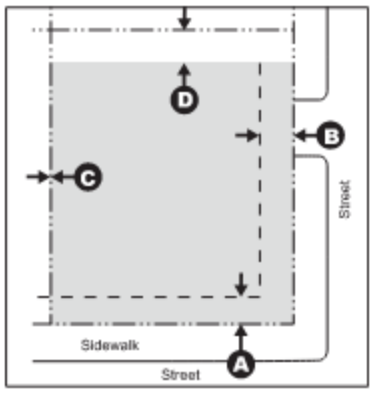
7.2.1 Uses Permitted

i. See Section 6.

ii. *Retail* Uses

a. No single *retail use* shall exceed a maximum of 7,000 square metres of *leasable floor area*; and,

b. The maximum total *retail* development in the DUC Zone, including any DUC Performance *Zone*, shall not exceed 32,000 square metres *leasable floor area* of *retail* development, of which a maximum of 19,000 square metres of *leasable floor area* of *retail* development, which may include a *supermarket*, shall be located within 300 metres of the intersection of Dundas St. and Neyagawa Blvd.



The grey represents potential building area. The internal dashed line represents the maximum yard.

7.2.2 Building Types Permitted and Related Standards

Building Type	Min. Floor Space Index	Max. Floor Space Index	Min. Front Yard and Flankage (A B)	Max. Front Yard and Flankage (A B)	Min. Interior Side Yard Setback (C)	Minimum Rear Yard Setback (D)
• *Mixed use building;* • *Apartment;* • *Office building;* • *Hotel;* • *Institutional building;* • *Parking garage;* • *Commercial/residential building*	0.5	2.5	0.0 m	6 m	0.0 m[1]	1 m with rear *lane* access, unless there is a *residential use* at *grade* where the *setback* shall be 0.75 m 6 m without rear *lane* access, except abutting lands in the NHS, CE, or P *Zones* where the *setback* shall be a minimum of 3 m

[1] *Minimum Interior Side Yard Setback* – Notwithstanding this requirement, if the *side yard* abuts lands in the GU or S *Zone* and the *building* on the *lot* has a *height* of 4 *storeys* or less, the *setback* shall be 1.5 m; and if the *building* has a *height* of more than 4 *storeys* the *setback* shall be 7 m.

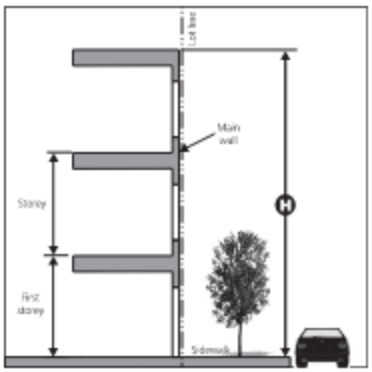
7.2.3 Permitted Yard Encroachments

See Section 4.21

7.2.4 Height

(H) Minimum *height* for all *buildings*, other than *accessory buildings and structures* - 2 *storeys*

Maximum *height* - 8 *storeys*



Height is measured to the tallest point of a building, excluding a number of rooftop features (see Section 4.28).

7.2.5 Parking Standards

See Section 5

7.2.6 Accessory Buildings and Structures

See Sections 4.14 through 4.20 inclusive

7.2.7 Performance Zone Categories - Dundas Urban Core (DUC) Zone

7.2.7.1 Dundas Urban Core Performance (DUC-1) Zone 1

The permitted *uses*, *buildings* and regulations of the DUC *Zone* shall apply in the Dundas Urban Core Performance (DUC-1) *Zone* 1, however, in addition *commercial buildings* with a minimum *overall height* of 5 metres shall be permitted.

7.2.7.2 Dundas Urban Core Performance (DUC-2) Zone 2

In addition to the permitted *uses* and regulations of the DUC *Zone*, in the Dundas Urban Core Performance (DUC-2) *Zone* 2, the *uses* and *buildings* in the GU *Zone* will also be permitted and the regulations of the GU *Zone* shall apply to those *uses* and *buildings*. Notwithstanding the regulations of the GU Zone, however, the *minimum rear yard* shall be 6 m.

7.2.7.3 Dundas Urban Core Performance (DUC-3) Zone 3

The permitted *uses*, *buildings* and regulations of the DUC *Zone* shall apply in the Dundas Urban Core Performance (DUC-3) *Zone* 3, however, the minimum *height* for all *buildings*, other than *accessory buildings* and *structure* shall be three *storeys*.

7.2.7.4 Dundas Urban Core Performance (DUC-4) Zone 4

The permitted *uses*, *buildings* and regulations of the DUC *Zone* shall apply in the Dundas Urban Core Performance (DUC-4) *Zone* 4, however,where a *lot* has *streets* on three or four sides, the *front* and *flankage yard* requirements shall apply to all *yards* abutting a *street*.

7.2.7.5 Dundas Urban Core Performance (DUC-5) Zone 5

The permitted *uses*, *buildings* and regulations of the DUC *Zone* shall apply in the Dundas Urban Core Performance (DUC-5) *Zone* 5, however, notwithstanding the provisions of Section 5.1.3, Location of *Parking Spaces*, the required *parking spaces* for any use may be located on the *lot* on which the *use* is located, and/or on one half of the *street* abutting the *lot* where the on-street parking is permitted.

7.2.7.6 Dundas Urban Core Performance (DUC-6) Zone 6

The permitted *uses*, *buildings* and regulations of the DUC *Zone* shall apply in the Dundas Urban Core Performance (DUC-6) *Zone* 6, however, notwithstanding the provisions of Sections 4.15.2 and 4.16.3, Maximum *Height* for *private garages*, the maximum *height*, if the *lot frontage* is 9 metres or more, for a roof, other than a flat roof, shall be 9 metres.

7.2.7.7 Dundas Urban Core Performance (DUC-7) Zone 7

In addition to the permitted uses and regulations of the DUC *Zone*, in the Dundas Urban Core Performance (DUC-7) Zone 7, the *uses* and *buildings* in the GU *Zone* will also be permitted and the regulations of the GU *Zone* shall apply to those *uses* and *buildings*. However, notwithstanding the permitted *building* types and related standards (Section 7.6.2) of the GU Zone, *single-detached* and *semi-detached building* types shall not be permitted.

7.2.7.8 Dundas Urban Core Performance (DUC-8) Zone 8

The permitted *uses*, *buildings* and regulations of the DUC *Zone* shall apply in the Dundas Urban Core Performance (DUC-8) *Zone* 8, however where a *lot* has *streets* on three or four sides, the *front* and *flankage yard* requirements shall apply to all *yards* abutting a *street*. In addition, the *height* for *commercial uses* shall be a minimum of 5 metres.

(DUC-9 and higher relocated by 2013-065)

REPORT

Planning and Development Council

Meeting Date: April 20, 2026

FROM:	Planning and Development Department
DATE:	April 7, 2026
SUBJECT:	**Recommendation Report – Town-initiated Official Plan Amendment – Housing Policies (File No. 42.24.28)**
LOCATION:	Town-wide
WARD:	Town-wide

RECOMMENDATIONS

1. That By-law 2026-055, a by-law to adopt Official Plan Amendment 78 to the Livable Oakville Plan, be passed.

2. That the Town-initiated Official Plan Amendment regarding housing policies (File No. 42.24.28) be approved.

3. That notice of Council's decision reflect that Council has fully considered all written and oral submissions relating to this matter and that those comments have been appropriately addressed.

4. That the Ministry of Municipal Affairs and Housing be advised that the definition of "additional needs housing" is consistent with the proposed definition of same in Official Plan Amendment 70.

KEY FACTS

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

- This report concludes the housing policy review as part of the Town's Official Plan Review, and represents the advancement of 17 action items from the Town's Housing Strategy and Action Plan, as well as the advancement of recommendations from the Town's Housing Needs Assessment.

- This report recommends new and revised housing policies via Town-initiated Official Plan Amendment 78 (OPA 78), attached as Appendix A, for Council's consideration and approval.
- The recommended OPA 78 is consistent with the Provincial Policy Statement 2024, addresses policy matters in the Regional Official Plan and Livable Oakville Plan and fully considers and appropriately addresses written comments and oral submissions.

BACKGROUND

The purpose of this report is to present the recommended Town-initiated Official Plan Amendment pertaining to new and revised housing policies in the Livable Oakville Plan for Council approval.

This report addresses how the OPA is consistent with the Provincial Planning Statement 2024, how it considers existing regional and Town policies, and how oral and written comments have been addressed. The report provides an overview of the changes made to the OPA since it was presented at a Statutory Public Meeting of Planning and Development Council on January 19, 2026.

Chronology of Key Milestones

- Planning and Development Council May 16, 2022 – A Housing Information Report and Preliminary Policy Analysis Report was received by Planning and Development Council, providing an overview of legislation, plans and policies at the federal, provincial, regional, and Town levels regarding housing. The report included commentary on various emerging matters, trends and themes and a preliminary assessment of the Livable Oakville Plan's housing-related policies. The report identified issues and matters to be addressed, and although the report is largely out-of-date now, it remains as the early impetus to provide new and updated housing policies in the Livable Oakville Plan.

- Since that time, significant changes have occurred to the legislative and planning frameworks that govern land use planning in Ontario including but not limited to:

    - More Homes Built Faster: Ontario's Housing Supply Action Plan: 2022-2023, and resulting legislation delivering numerous Bills amending the *Planning Act*
    - The repeal of the Provincial Policy Statement 2020
    - The repeal of the Provincial Growth Plan for the Greater Golden Horseshoe
    - A new Provincial Planning Statement 2024
    - The removal of Halton Region as a planning authority on land use planning matters

  - Halton Region's Official Plan becoming a local plan under the jurisdiction of the Town

- Provincial Housing Pledge – 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.

- Planning and Development Council December 9, 2024 – The Town's Housing Strategy and Action Plan (HSAP) was approved by Planning and Development Council, which includes several action items directing staff to develop new and updated Official Plan policies related to housing. It also identified the need to complete a Housing Needs Assessment (HNA) to inform new and updated Official Plan housing policies.
- Planning and Development Council September 8, 2025 – A final HNA was received by Planning and Development Council following a comprehensive consultation process. At the same meeting, Council received a draft housing policy Official Plan Amendment (OPA), which was informed by the HNA. Council directed staff to consult on the OPA.
- Planning and Development Council on January 19, 2026 – Following consultation on the draft housing policy OPA, Planning and Development Council hosted a Statutory Public Meeting on a draft OPA, in accordance with the *Planning Act*. Comments received from the public and Council are addressed in this report.
- This report concludes the housing policy review and recommends a Town-initiated Official Plan Amendment (OPA 78) for Council's consideration and approval.

OFFICIAL PLAN AMENDMENT

The new housing policies recommended in the Livable Oakville Plan via Official Plan Amendment (OPA 78) are provided in Appendix A.

Subject Lands

The OPA applies to all lands subject to the Livable Oakville Plan.

Purpose of the recommended Official Plan Amendment

OPA 78 provides an updated policy foundation for housing in Oakville, necessary to facilitate identified housing needs in Oakville over the long-term.

The updated policy framework will assist the Town's consideration of housing as part of evaluating development applications and when making planning decisions. The Official Plan Amendment itself does not propose new development, and does it change land use designations or permissions across the Town. It does, however, provide a basis to ensure future development can better address housing as a key consideration in decision-making.

The policies provide updated housing objectives and associated policies.
To this end, the OPA will modify the text of the Livable Oakville Plan to, primarily, accommodate a new Section 7 – Housing, within Part C – Making Oakville Livable, and consider and respond to the documents below to:

- be consistent with the PPS, 2024
- assist to amalgamate the Region of Halton Official Plan with the Livable Oakville Plan
- respond to the Halton Region Comprehensive Housing Strategy
- respond to directions, findings and recommendations of the Town's Housing Strategy and Action Plan and Housing Needs Assessment

Effect of the Recommended Official Plan Amendment

The effect of the OPA will make changes to various sections of the Livable Oakville Plan, including:

- a new Housing section (Section 7)
- revisions to Residential Land Use policies (Section 11)
- revisions to the Mixed Use Land Use policies (Section 12)
- update to the implementation/monitoring policies (Section 30)
- revisions for definitions (Section 31)

The new Section 7 – Housing, provides housing objectives (Section 7.1) and policies to support the objectives under the following headings:

- Supporting Housing Supply and Growth Management (Section 7.2.1)
- Developing Livable and Complete Communities (Section 7.2.2)
- Enhancing Housing Choice (Section 7.2.3)
- Encouraging and Protecting Rental Housing (Section 7.2.4)
- Supporting Affordability (Section 7.2.5)
- Engagement and Collaboration (Section 7.2.6)

The effect of changes to the policies of Section 11 – Residential, include:

- Introductory policies are updated to maintain the objective to protect and enhance the character of existing residential areas, with remaining housing objectives moved to the new Section 7 – Housing
- Policy 11.1.1 and 11.1.2 are deleted and moved to Section 7 – Housing
- Policy 11.1.3 changes the word “dwelling” unit with “residential” unit to reflect provincial regulations
- Revised land use permissions are also considered, including recognizing lodging houses (already permitted in zoning), and additional needs housing including amenities and services needed to support them
- Minor wording updates

The effect of changes to the policies of Section 12 – Mixed Use, include:

- Policy 12.1.5 is updated to permit additional residential units and lodging houses to be consistent with permissions in residential land use designations and better reflect existing zoning permissions

The effect of the changes to the policies of Section 30 – Implementation, is the addition of a new monitoring policy that has been streamlined and moved from the policies in Section 7, Housing, where it was previously proposed in the draft OPA.

The effect of changes to Section 31 – Glossary, include revised and new definitions to be consistent with the PPS 2024.

PLANNING POLICY & STRATEGY FRAMEWORK

Planning Act

Town Council, in carrying out its responsibilities under the *Planning Act*, shall have regard to matters of provincial interest, which includes but is not limited to:

- the adequate provision of a full range of housing, including affordable housing
- the accessibility for persons with disabilities to all facilities, services and matters to which the *Planning Act* applies
- the appropriate location of growth and development

OPA 78 has regard to the matters of provincial interest by considering housing need and its orderly development thereto.

Provincial Planning Statement

The Provincial Planning Statement 2024 (PPS 2024) came into force on October 20, 2024. All local decisions affecting land use planning matters must be consistent with

the PPS, including housing.

The PPS 2024 directs planning authorities to "provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area" by, among other matters:

- providing minimum targets for the provision of housing that is affordable to low and moderate income households
- coordinating land use planning and planning for housing with Halton Region to address the full range of housing options including affordable housing
- permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities
- permitted and facilitating all types of residential intensification, including the development and redevelopment of under-utilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units, ensuring the necessary infrastructure and public service facilities are planned for

OPA 78 is consistent with the PPS 2024.

Halton Region Official Plan

As of July 1, 2024, the Halton Region Official Plan is now a local Official Plan. As part of the broader Official Plan Review, it is intended that the Halton Region Official Plan will be amalgamated with the Livable Oakville Plan under one Plan. The Halton Region Official Plan has housing policies which are to be incorporated into the Livable Oakville Plan, as applicable. The Halton Region housing policies have been considered as part of this exercise and incorporated into the recommended Official Plan Amendment, as applicable.

The Provincial *Housing Services Act,* which provides the legislative framework for the delivery of social housing and homelessness services in Ontario, designates Halton Region as the "Service Manager" responsible for delivering assisted and supportive housing, housing programs, as well as coordinating supports for populations experiencing or at risk of homelessness. To inform these requirements, Halton Region maintains a Comprehensive Housing Strategy which is also considered as part of this exercise.

Halton Region Comprehensive Housing Strategy

Halton Region's Comprehensive Housing Strategy (CHS) is a ten-year plan focused on four key priorities:

1. strengthening Halton's homelessness response system
2. protecting and retaining Halton's existing community housing stock
3. creating new assisted and supportive housing
4. advocating for increased funding for housing in Halton Region

To coordinate planning for housing with Halton Region, the priorities of the Region's CHS have been incorporated into the recommended Official Plan Amendment with a policy for the Town to collaborate with Halton Region to achieve the housing targets and priorities established in the CHS.

Livable Oakville Plan

The Livable Oakville Plan was adopted by Council on June 22, 2009, approved by Halton Region on November 30, 2009, with modifications, as it was deemed to conform to the Growth Plan and the Region's Official Plan, as amended, and to be consistent with the Provincial Policy Statement, 2005. The Plan has been amended many times since its approval.

Since the time the Livable Oakville Plan was approved, the new PPS 2024 was put in place, the Provincial Growth Plan for the Greater Golden Horseshoe was repealed, and the Halton Region Official Plan has come under the jurisdiction of the Town. New Livable Oakville Plan policies must respond to these changes.

The Livable Oakville Plan currently does not have a dedicated housing policy section. Instead, it relies on the Town's residential land use designation policies to speak to housing matters, as well as the Regional Official Plan housing policies which are now under the jurisdiction of the Town. As part of this exercise, the development of a new section specific to housing in the general policies (Part C) of the Livable Oakville Plan has been considered so it applies to all areas that have residential permissions, including mixed-use areas and some commercial areas.

Housing Strategy and Action Plan

The Housing Strategy and Action Plan (HSAP) was approved by Planning and Development Council on December 9, 2024. It includes action items directing staff to develop new and updated Official Plan policies related to housing, and complete a Housing Needs Assessment to inform new and updated Official Plan housing policies. The HSAP action items, including the completed Housing Needs Assessment have been considered in the draft policies. Details of the 17 action

items addressed as part of the recommended Official Plan Amendment are previously discussed in the staff report received by Planning and Development Council on January 19, 2026 as part of the statutory public meeting.

Housing Needs Assessment

SHS consulting was retained to complete a Housing Needs Assessment (HNA), which was received for information by Planning and Development Council on September 8, 2025. As discussed as part of the Statutory Public Meeting Report to Planning and Development Council on January 19, 2026, it provides:

- an analysis of the Town's housing needs and current housing supply;
- a projection of future housing needs based on socio-demographic analysis and projections;
- identifies housing gaps based on current supply and future projections; and
- provides recommendations for Official Plan policies, including housing targets and definitions of affordable housing.

The HNA identifies the following four key housing gaps:

1) Housing is unaffordable to low and moderate-income households, leaving many in housing stress.
2) There is a need for more affordable purpose-built rental housing.
3) Oakville's housing stock is inconsistent with current household sizes and is limited in typology.
4) Priority household groups face disproportionate or unique housing needs relative to other households.

To address the housing gaps, the HNA indicates the Town must create new housing to meet the needs of low, moderate, and even some high-income households in terms of affordability and suitability, by providing more:

- affordable ownership housing (especially for large low and moderate-income households);
- purpose built rental housing (all unit sizes);
- facilitating housing suitable for one and two-person households; and
- facilitating housing with support for priority households.

To address the gaps/needs, the HNA recommends policy, regulatory, and programmatic initiatives. It also recommends updating Official Plan policies to:

- include affordable and rental housing targets as per the HNA;
- promote opportunities for a more diverse range of housing forms in residential areas (e.g. greater medium and high-density housing forms);

- reduce barriers for the provision of “single room occupancy” dwellings;
- promote alternative and innovative housing forms; and
- align policies regarding demolition and conversion of rental housing with the Town’s rental housing demolition and conversion by-law.

The HNA policy recommendations are considered in the recommended Official Plan Amendment.

COMMENTS

An analysis of comments received and matters of interest to Council identified at the Statutory Public Meeting of Planning and Development Council on January 19, 2026, are discussed and responded to by topic area and/or as part of the discussion of changes to the recommended OPA 78 below.

Complete Communities

As a matter of interest to Council and commentary from the public, staff were asked to review what, if any, policy metrics determine what constitutes a complete community.

The Livable Oakville Plan defines a complete community as: “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.” Inherent to complete communities, is that places are different from one context to the next to meet the diverse needs of their populations. Placing “metrics” on what makes a complete community can therefore be challenging and inflexible.

Complete communities reflect broad themes of community building, with a core foundational element being the need to ensure that growth is managed and coordinated with the provision of infrastructure and public service facilities to ensure quality of life is upheld. These themes are addressed as part of the broader existing policy framework in the Town’s Official Plans via the urban structure and growth management frameworks, as well as master plans which support and implement the Official Plans.

The Town’s master plans align decision-making around infrastructure and facility needs, enhancing community well-being, improving quality of life, and supporting a

vibrant economy. The plans include the Transportation Master Plan, and Parks, Recreation and Library Master Plan, among others.

The Town's urban structure provides the foundation for growth and development-related decisions, ensuring long-term protection of natural heritage, public open space and cultural heritage resources, maintaining the fabric of residential areas and is the foundation to direct growth to identified system of centres and corridors. These foundational elements support sustainable city building, and assist in the creation of transit-supportive and walkable development patterns.

All elements of the Official Plan (i.e. urban design, heritage, natural heritage) contribute to the creation of complete communities.

Affordability in the Oakville Context

The recommended Official Plan Amendment provides that for the purpose of assessing the achievement of affordability targets, the Town will use the affordability rates set by the Province through the Affordable Residential Units for the Purposes of the *Development Charges Act, 1997* Bulletin, or any subsequent equivalent thereto. These rates correspond to the definition of "affordable housing" as provided in the PPS 2024, to which OPA 78 is consistent with. The definition is:

> *Affordable housing* means:
>
> a) in the case of ownership housing, the least expensive of:
>
> 1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for *low and moderate income households*; or
>
> 2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in Oakville;
>
> b) in the case of rental housing, the least expensive of:
>
> 1. a unit for which the rent does not exceed 30 percent of gross annual household income for *low and moderate income households*; or
>
> 2. a unit for which the rent is at or below the average market rent of a unit in Oakville.

The most recent provincial bulletin, dated August 1, 2025, provides that housing in Oakville is deemed affordable as follows:

Ownership Housing

- The affordable purchase price is determined using the income based benchmark as per a)1 of the definition.

- The affordable purchase price of a home is sited as $575,800 based on income levels in Oakville, whereas the average purchase price is sited as:

    - detached house: $1,990,000
    - semi-detached house: $1,190,000
    - row/townhouse: $1,120,000
    - condo apartment: $790,000

Rental Housing

- The affordable rental price is determined using the market-based benchmark as per b)2 of the definition.
- The affordable monthly rental price is sited as:

    - bachelor unit: $1,317
    - 1-bedroom unit: $1,888
    - 2-bedroom unit: $2,251
    - 3+ bedroom unit: $2,379

As identified in the Town's Housing Needs Assessment, housing affordability challenges are being experienced by most residents in Oakville and, in particular, by low and moderate-income households. This is evidenced in the Provincial Bulletin showing the affordable purchase price based on income levels in Oakville ($575,800), compared to the average purchase price of homes on the market (least expensive being condominium apartment at $790,000).

There is a critical need for more purpose-built rental housing, which as evidenced in the Provincial Bulletin, can better address affordability needs via market rents. An overall diversification in Oakville's housing stock, with more housing options, including medium and high-density housing choices as well as rental options, is needed to address Oakville's housing affordability challenges.

Growth Management & Housing Targets

To be consistent with the PPS 2024, OPA 78 contains policies to ensure the Town will work with Halton Region and its local municipalities to provide for an appropriate range and mix of housing options and densities, including affordable housing, required to meet projected needs of current and future residents of the regional market area (i.e. Halton Region).

To this end, the Town will need to coordinate with the local municipalities in Halton to ensure: sufficient land is designated to accommodate a 15-year supply of residential development, sufficient land is zoned to accommodate a minimum three-year supply of residential units, and establishing and implementing minimum targets

for the provision of housing that is affordable to low and moderate income households.

As part of the Town's on-going commitment to ensure growth is managed appropriately within its jurisdiction, and to support coordination efforts with the local municipalities of Halton, the Town hired Watson & Associates Economists Ltd. (Watson) to complete a Growth Analysis Study, providing growth forecasts to the year 2051. Growth analysis work continues.

The work completed by Watson to date confirms that most future housing growth will occur within the Town's strategic growth areas (i.e. Uptown, Midtown, Trafalgar Road corridor among others) in higher density housing forms, reflecting their role as the Town's primary intensification and mixed-use areas. The remaining housing growth will be accommodated, in various forms, within the Town's Residential Areas. Collectively, the allocation of housing growth aligns with existing and planned infrastructure, reinforces major transit nodes, and supports the Town's long-term planning objectives to 2051, as expressed in the Town's urban structure.

Watson's on-going work shows that Oakville has sufficient land supply and intensification potential in low-, medium- and high-density housing forms to accommodate forecast housing growth to the year 2051 and beyond in a manner that aligns anticipated market demand with the Town's policy objectives for compact, transit-oriented, and complete communities.

The Town's Housing Needs Assessment, completed by SHS Consulting, incorporated analysis from Watson's Growth Analysis Study (e.g. population and dwelling projections), as inputs for developing household projections and aligning projected growth that informed housing needs and recommended housing targets for affordability, tenure, unit mix and size.

Housing trends outlined throughout the Housing Needs Assessment indicate the increased need for a diversified range of housing options as the Town grows and, in particular, medium and high-density housing options and rental housing which can assist in addressing affordability.

The housing targets in OPA 78 respond to the Housing Needs Assessment recommendations and consider the existing Halton Region Official Plan housing targets for consistency. The housing targets in OPA 78 are aspirational and express housing need. They do not express what the market may deliver within continuously evolving market conditions. Given this, the achievement of housing targets should be assessed annually on a town-wide basis. No individual development application is required to achieve each target; however, the policies of OPA 78 are intended to encourage, influence and support the provision of the types of housing required to meet projected needs of current and future residents of Oakville.

Amendments to the targets proposed in the recommended OPA are discussed later in this report.

Town-wide Policy - Part C of the Livable Oakville Plan (General Policies)

Part C of the Livable Oakville Plan (Making Oakville Livable – General Policies), contains general objectives and policies to direct growth and development decisions. The policies apply town-wide, as applicable, and pertain to various subject matter areas related to decision-making, such as general policies pertaining to urban design, cultural heritage, transportation, and sustainability, among other matters. The recommended policies for housing are integral to Part C so that housing is an additional lens under which development applications can be considered. These policies apply wherever residential uses are proposed, including Growth Areas and Residential Areas identified in the Town's urban structure, irrespective of a property's land use designation.

Housing Targets reflect Housing Need, Not Market Demand

The housing targets contained in OPA 78 are informed by the Town's Growth Analysis Study and Housing Needs Assessment and reflect housing need to 2036. The housing targets do not necessarily reflect current market demands or conditions, which evolve over time due to external influencing factors.

The policies of OPA 78 are intended to encourage, influence and support the provision of the types of housing required to meet projected needs of current and future residents of Oakville. Notwithstanding, to meet the challenge of continuously evolving housing market conditions, and to enable greater flexibility within the Town's land use framework, OPA 78 also commits the Town to undertake studies to explore opportunities for growing the housing supply within the town's established residential areas while upholding the overall urban structure and growth management framework that directs the majority of growth to strategic growth areas.

Studying housing opportunities in the Town's residential areas may include a gentle density and/or missing middle strategy, with a key consideration to ensure that any new proposed housing opportunities identified within residential areas are contextually appropriate to their surroundings. These studies are intended to realize more housing opportunities in more places, and may expand permissions for ground related housing on under-utilized or vacant commercial and institutional sites, Town-owned lands including as a component of municipal lands and buildings such as fire stations or other community buildings, and overall opportunities for infill development.

Housing targets in the recommended OPA are discussed later in this report.

Range and Mix of Housing

As discussed above, the housing targets contained within OPA 78 are intended to encourage, influence and support the provision of the types of housing required to meet projected needs of current and future residents of Oakville. This includes encouraging a greater housing mix of multiple-attached and high-density housing, as well as addressing unit size mix within high density developments. In this regard, the policies provide additional support when assessing development applications and engaging with the development community about Oakville's housing needs.

Housing targets in the recommended OPA are discussed later in this report.

Providing Flexibility in Land Use and Options for Ground Related Housing

As a matter of interest to Council, staff has provided commentary and analysis of opportunities for low rise housing forms and ground-related housing (e.g., townhouses).

OPA 78 does not make changes to the land use designations or enable a greater variety of residential building typologies within the residential and mixed-use designations. Although increasing land use permissions within the Town's land use designation framework to permit greater flexibility for ground related housing, these opportunities are intended to be realized through future study.

As discussed above, to meet the challenge of continuously evolving housing market conditions, and to enable greater flexibility within the Town's land use framework, OPA 78 commits the Town to undertake studies to explore opportunities for growing the housing supply within the Town's established residential areas while upholding the overall urban structure and growth management framework.

Partners in Housing

All housing providers, including non-profit, co-operative, private entities and more, are welcome to engage with the Town to review and explore opportunities for housing development within the context of the Town's Official Plans. Where partners in the housing system are not an active proponent of a development, OPA 78 encourages developers, as part of the development application process, to solicit Halton Region and affordable housing providers for the purchase or reservation of residential units for the purpose of being provided as affordable housing.

Innovative Housing Options

The existing residential policies in the Livable Oakville Plan, as revised into the new housing policies in OPA 78, encourage innovative housing types and forms to

ensure accessible, affordable, adequate and appropriate housing for all socio-economic groups.

The definition of “housing options” recommended to be added via OPA 78, is consistent with the PPS 2024, provides a list of potential housing opportunities that in many contexts would be innovative:

> *Housing options* means a range of housing types such as, but not limited to single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, laneway housing, garden suites, rooming houses and multi-residential buildings, including low- and mid-rise apartments. The term can also refer to a variety of housing arrangements and forms such as, but not limited to, life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, *affordable housing*, *additional needs housing*, multi-generational housing, student housing, farm worker housing, culturally appropriate housing, supportive, community and transitional housing and housing related to employment, educational, or institutional uses, such as long-term care homes.

As part of the revised policies in recommended OPA 78, staff have added additional policy language to ensure innovative housing types and forms remain contextually appropriate to their surroundings.

Priority Household Groups

Priority household groups, including youth, students, pregnant women, women fleeing violence, black and racialized individuals, individuals with disabilities, and individuals experiencing homelessness, face disproportionate or unique housing needs relative to other households.

OPA 78 commits the Town to support efforts, where possible, to improve social equity for people seeking access to adequate and suitable housing. The Town continues to support Halton Region, as the Housing Service Manager, and may direct existing and future residents to housing programs offered by Halton Region.

OPA 78 supports the provision of a range of housing options (defined term) including additional needs housing (defined term). The policies commit the town to permit and facilitate a range of housing options throughout the Town that are required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities. Further, additional needs housing and amenities and services needed to support them may be permitted

through a range of housing types in all residential and mixed-use land use designations.

In monitoring the housing conditions in Oakville, the Town may implement programs and initiatives to address housing gaps, including the prioritization of the review and approvals of development applications by Halton Region for supportive and assisted housing projects.

Flexibility in Policy language

As a matter of interest to Council, staff reviewed OPA 78 and in certain instances softened the policy language from “shall” to “may” or to “encourage” to ensure flexibility and feasibility in policy implementation.

Online Housing Survey

As a matter of interest to Council, staff reviewed the online housing survey data collected, which was summarized and presented to Planning and Development Council at the Statutory Public Meeting held on January 19, 2026, to assess if there were any response trends when grouped by ward, age, and housing tenure.

As discussed with Council, the survey does not represent a statistically valid survey, with 91 responses received. The online survey was a tool to potentially understand and identify policy gaps or themes not addressed in the draft policy, or if policies could or should be strengthened and/or clarified.

Staff’s review did not identify a discernable trend in comments coming from any particular grouping. Staff continue to note that the survey responses were generally high level. Many comments received were outside of the topic area of housing, specifically, and reflect broader themes of growth management and ensuring that infrastructure and public service facilities are coordinated with housing supply growth. These themes are addressed as part of the broader existing policy framework in the Livable Oakville Plan via the Town’s urban structure.

As a matter of convenience, the raw data sheets will be provided to Council.

Discussion of Changes to Recommended OPA

The following section provides a description of the proposed changes to the recommended OPA 78 from what was previously presented to Planning and Development Council at the Statutory Public Meeting held January 19, 2026.

General Changes

- Several changes have been made to assist with clarity and are administrative or grammatical in nature.

Section 11 – Residential

- In response to comments asking staff to consider additional policy language ensuring housing choices do not undermine the stability of established neighbourhoods, additional policy language to ensure growth is contextually appropriate within the Town's residential areas has been added to the introductory policies to reiterate this as an overall objective for the residential area.

- In response to comments seeking policy flexibility, wording has been softened back to its original language in the Livable Oakville Plan which notes that additional needs housing "may" be permitted, as it is still a requirement that it be provided in accordance with the character criteria of current section 11.1.9.

Section 30 – Implementation / Monitoring

- In an effort to be consistent with the existing policy structure of the Plan, the proposed monitoring policies in OPA 78 (Policy 7.2.1 e) and f)) have been deleted from Section 7 and proposed to be added to Section 30.22 with the other existing implementation and monitoring policies.

Section 7 – Housing

- In response to comments regarding the mischaracterization of Canada's National Housing Strategy, the reference to housing a fundamental human right has been removed as it is not applicable in this context.

- Minor wording edits have been made to better reflect the Housing Needs Assessment's identified housing gap and the need to diversify Oakville's housing stock with greater housing options.

Section 7.2.1 – Supporting Housing Supply and Growth Management

As discussed earlier in this report, the housing targets in OPA 78 (both in Section 7.2.1 and Section 7.2.3) respond to the Housing Needs Assessment recommendations and consider the existing Region of Halton Official Plan housing targets for consistency. The housing targets in OPA 78 are aspirational and express housing need. They do not express what the market may deliver within continuously evolving market conditions. Given this, the achievement of housing targets should be assessed annually on a town-wide basis. No individual development application

is required to achieve each target; however, the policies of OPA 78 are intended to encourage, influence and support the provision of the types of housing required to meet projected needs of current and future residents of Oakville.

- **Affordable Housing Target** – In response to comments regarding the feasibility, applicability and application of the affordable housing target, language has been added to reflect that these are Town-wide targets, and that Town, together with the development community, will work toward achieving these targets over the long-term. A target of 35% is maintained as recommended by the Town's Housing Needs Assessment, and to be consistent with the PPS 2024 which requires municipalities to establish and implement minimum targets for the provision of housing that is affordable to low and moderate-income households.

- **Purpose Built Rental Target** – In response to comments regarding the feasibility, applicability and application of the purpose-built rental housing target, staff note that this is informed and recommended by the Housing Needs Assessment and is deemed warranted to be kept to express housing need in Oakville.

- As a means to streamline the proposed policies and remove duplication, the policy reference to Halton Region's Comprehensive Housing Strategy has been deleted as it is referenced in Section 7.2.6 Engagement and Collaboration.

- In an effort to be consistent with the existing policy structure of the Plan, the proposed monitoring policies in OPA 78 (Policy 7.2.1 e) and f)) have been deleted from Section 7 and proposed to be added to Section 30.22 with the other existing implementation and monitoring policies.

Section 7.2.2 – Developing Livable and Complete Communities

- In response to comments regarding softening policy language to enable flexibility in implementation, and to ensure development is contextually appropriate, the policy regarding innovative housing has been updated.

Section 7.2.3 – Enhancing Housing Choice

- In response to comments regarding softening policy language to enable flexibility in implementation, and to ensure development is contextually appropriate, policies 7.2.3 a), b) and c) have been updated.

- In response to comments regarding the identification of a specific property for review as part of a future study, policy 7.2.3 c) iv) has been deleted as it is duplicative as it would already be generally captured under item 7.2.3 c) i).

- **Housing Mix Target** – In response to comments regarding the feasibility, applicability and application of the housing mix target, this has been deleted and replaced with the existing target already established in the Regional Official Plan, policy 86(6), now under the jurisdiction of the Town, for consistency purposes.

  Unit Size Target – In response to comments regarding the feasibility, applicability and application of the unit size target, and concern regarding the definitiveness of the draft targets and to consider more flexible, market-responsive wording, staff have reviewed the Housing Needs Assessment and recommend only applying the unit size target to high density housing (e.g. multiple-attached within a high density range and apartment units), inclusive of rental and ownership. Page 111 and 112 of the Housing Needs Assessment projected the following unit size needs: 14,050 net new high density housing units that are 2 or more bedrooms (rental and ownership) / 21,480 projected net new high-density units (rental and ownership), resulting in a need of 65% of net new high-density units be two or more bedrooms.

Section 7.2.4 – Encouraging and Protecting Rental Housing

- In response to comments from MMAH, policy 7.2.4 i) has been updated to clarify that the submission requirement for the Declaration of Use and Screening Form is under the Town's Rental Housing Protection By-law and the *Municipal Act*, and as good business practice has been paired with the submissions for the pre-consultation request process. This is separate from a submission requirement as part of a "complete application" under the *Planning Act*, which policy would require approval of MMAH.

Section 7.2.5 – Supporting Affordability

- Policy 7.2.5 a) i), ii) and iii) have been deleted to remove duplication within the overall Livable Oakville Plan, and instead making reference to *Planning Act* tools already identified in Section 30 of the Plan.

- Policy 7.2.5 iv), v) and vi) has been modified and/or replaced to clarify intent.

- Policy 7.2.5 d) has been amended in response to comments regarding the application of the policy, and in consideration of comments regarding softening policy language to enable flexibility in implementation. In consultation with Halton Region and internal Town departments, the policy

has been amended to specify its application to residential properties, "encourage" the development community to engage with Halton Region and housing providers, and enable the potential to reserve residential units.

Section 7.2.6 – Enabling Process Improvements

- Town staff considered comments received regarding providing additional policy language to identifying key actions the Town may take to improve development application processing timelines and possible self-imposed accountability mechanisms for delays. Given these matters are programmatic and not policy driven, and further that this would apply to all development and not just housing, staff have elected to delete this policy section. Town staff are committed to achieving the development application process timelines under the *Planning Act*, and will continuously work to improve business practices, including advancing digital submissions and ePlans.

Section 7.2.7 – Engagement and Collaboration

- In an effort to create more streamlined policies, a duplicative policy was deleted.

CONSIDERATIONS

(A) PUBLIC

OPA 78 has been informed by public engagement opportunities that have taken place as part of the Housing Strategy and Action Plan (HSAP) and Housing Needs Assessment (HNA) work programs.

The draft OPA was presented to Planning and Development Council in September 2025, providing an opportunity for engagement. Council directed staff to undertake further consultation on the policies.

An online survey was provided in the fall of 2025. Additional meetings with the development community were also held to assist in review and comment on the draft OPA.

The draft housing policies were circulated for comment via email directly to housing services providers and development community.

The OPA 78 was made available to the public and presented at a Statutory Public Meeting of Planning and Development Council on January 19, 2026. The Public Meeting was held, and notice provided, in accordance with the requirements of the *Planning Act*.

A courtesy notice was provided for the April 20, 2026 meeting of Planning and Development Council to those that provided submissions.

(B) FINANCIAL

There are no immediate financial impacts arising from this report.

The *Development Charges Act, 1997* (DCA) and the *Planning Act* mandate exemptions and discounts for specific types of housing from the Town's Growth Funding Tools (GFTs) of development charges, parkland dedication and community benefits charges. As a result, there is a financial impact associated with achieving affordable housing and purpose-built rental housing. The impact will occur over time based on actual development and unit mix, regardless of any aspirational policy target being established in the Official Plan.

Residential units that meet the provincial definition of affordable rental or affordable ownership housing are exempt from development charges, parkland dedication, and community benefits charges. Based on 2026 GFT rates, the amount of these exemptions is estimated at $30,366 for a bachelor or one-bedroom unit, and $37,667 for a two or more bedroom unit (note that CBC and Parkland charges are calculated based on land values in accordance with the Town's CBC and Parkland Dedication By-laws, and estimates have been used to approximate the impact). The DCA also mandates development charge discounts and instalment payment plans for purpose-built rental housing that is not affordable, with discounts of 15% for a bachelor or one-bedroom unit ($3,355), 20% for a two-bedroom unit ($5,933) and 25% for a three-bedroom unit ($7,417), and the ability to pay development charges over five years.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

As per Council's request, the Legal Department reviewed the recommended OPA and no concerns were raised. There are no implications on other departments and users arising from this report.

(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

Enabling housing opportunities with outcomes intended to create liveable, complete communities, work to create low-carbon and climate-resilient communities by ensuring new housing is provided in a manner that is less car

dependant, reduces urban sprawl, and creates walkable and transit-supportive development patterns.

CONCLUSION

The Town is committed to playing its part in meeting the need for housing. The Town is also committed to ensuring that new housing growth is contextually appropriate and environmentally and financially sustainable. The Town recognizes that the need for new housing includes a broad range of housing options, including various housing types, sizes and tenures, as well as market-based, rental, affordable, social, and assisted housing.

It is staff opinion that the recommended OPA is consistent with the Provincial Policy Statement, conforms or does not conflict with applicable Provincial Plans, the Halton Region Official Plan and the Livable Oakville Plan, has regard for matters of provincial interest, and represents good planning. Staff's recommendation is that Council approve the OPA.

Council's approval of OPA 78, which introduces new and revised housing policies, is a means to address identified housing needs in Oakville.

APPENDICES

Appendix A Town-initiated Official Plan Amendment 78 (OPA 78) and By-law 2026-055, a by-law to adopt Official Plan Amendment 78 to the Livable Oakville Plan.

Prepared and recommended by:
Brad Sunderland, MCIP, RPP
Housing Secretary, Housing Secretariat Office

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

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2026-055

Official Plan Amendment 78

A by-law to adopt an amendment to the Livable Oakville Plan, Official Plan Amendment Number 78 (Housing Policies - File No.42.24.28)

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

WHEREAS it is deemed necessary to pass an amendment to the Livable Oakville Official Plan to provide housing policies;

COUNCIL ENACTS AS FOLLOWS:

1. Official Plan Amendment Number 78 to the Livable Oakville Plan, attached as **Appendix "A"**, is hereby adopted.

2. This Official Plan Amendment is subject to appeal rights set out in section 17 of the *Planning Act*, R.S.O. 1990, c. P.13, and shall come into effect once the deadline for filing appeals has passed or all appeals have been withdrawn or finally disposed of.

PASSED this 20th day of April, 2026

_____ MAYOR

_____ CLERK

APPENDIX "A" to By-law 2026-055

Official Plan Amendment Number 78 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 78 (OPA 78) to the Livable Oakville Plan.

Part 1 – Preamble

A. Subject Lands

The Official Plan Amendment applies to all lands subject to the Livable Oakville Plan.

B. Purpose and Effect

The purpose of the Official Plan Amendment is to modify the text of the Livable Oakville Plan to accommodate a new Section 7 – Housing, within Part C – Making Oakville Livable, in order to:

- be consistent with the PPS, 2024
- assist to amalgamate the Region of Halton Official Plan with the Livable Oakville Plan
- assist the objectives of the Halton Region Comprehensive Housing Strategy
- respond to directions, findings and recommendations of the Town of Oakville Housing Strategy and Action Plan and Housing Needs Assessment.

The effect of the proposed amendment makes changes to various sections of the Livable Oakville Plan, including:

- a new Housing section (Section 7)
- revisions to Residential Land Use policies (Section 11)
- revisions to the Mixed Use Land Use policies (Section 12)
- update to the implementation/monitoring policies (Section 30)
- revisions to definitions (Section 31)

The new Section 7 – Housing, provides housing objectives (Section 7.1) and policies to support the objectives under the following sub-headings:

- Supporting Housing Supply and Growth Management (Section 7.2.1)

- Developing Livable and Complete Communities (Section 7.2.2)
- Enhancing Housing Choice (Section 7.2.3)
- Encouraging and Protecting Rental Housing (Section 7.2.4)
- Supporting Affordability (Section 7.2.5)
- Engagement and Collaboration (Section 7.2.6)

The effect of changes to the policies of Section 11 – Residential, include:

- Introductory policies are updated to maintain the objective to protect the character of existing residential areas, with remaining housing objectives moved to the new Section 7 – Housing
- Policy 11.1.1 and 11.1.2 are deleted and moved to Section 7 – Housing
- Policy 11.1.3 changes the word “dwelling” unit with “residential” unit to reflect provincial regulations
- Revised land use permissions are also considered, including recognizing lodging houses (already permitted in zoning), and additional needs housing including amenities and services needed to support them
- Minor wording updates

The effect of changes to the policies of Section 12 – Mixed Use, include:

- Policy 12.1.5 is updated to permit additional residential units and lodging houses to be consistent with permissions in residential land use designations and better reflect existing zoning permissions.

The effect of the changes to the policies of Section 30 – Implementation, is the addition of a new monitoring policy that has been streamlined and moved from the policies in Section 7, Housing, where it was previously proposed in the draft OPA.

The effect of changes to Section 31 – Glossary, include revised and new definitions to be consistent with the PPS 2024.

C. Background and Basis

- The Livable Oakville Plan does not currently have a dedicated housing policy section. Updating these policies is one of the actions identified in the Town’s Housing Strategy and Action Plan (HSAP).

- On September 8, 2025, Planning and Development Council received draft housing policies and directed staff to consult with the public and interested groups. Consultation took place in the fall of 2025.

- On January 19, 2026, Planning and Development Council held a Statutory Public Meeting on the draft Official Plan Amendment to solicit input. Notice of the Public Meeting was provided in accordance with the *Planning Act*.

- On April 20, 2026, Planning and Development Council received the updated Official Plan Amendment, in response to comments received at the Statutory Public Meeting, for approval.

- The housing policies are meant to help guide future housing development in Oakville and respond to local housing needs.

- The housing policies are informed by the Provincial Planning Statement 2024, Halton Region Official Plan and Comprehensive Housing Strategy, and the Town of Oakville Housing Strategy and Action Plan and Housing Needs Assessment, and input received from Council and the public.

Part 2 – The Amendment

A. Text Changes

The draft Official Plan Amendment includes changes to the text of the Livable Oakville Plan as described in the following table.

In the "Description of Change" column, text that is bolded and 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.

Item No.	Section	Description of Change
1.	**7 *NEW*** HOUSING	Insert a new policy section 7, Housing, as provided in Appendix 1, and renumber the subsequent sections in the Livable Oakville Plan accordingly.
2.	**11. RESIDENTIAL**	Amend section 11 as follows, and provide updated objectives for housing within the new Section 7 Housing: The lands identified as Residential Areas on Schedule A1, Urban Structure, represent the areas that provide for **predominantly** 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.

Item No.	Section	Description of Change
		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. **It is an objective of this Plan to protect and enhance the character of existing Residential Areas and ensuring new housing opportunities are contextually appropriate.** *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;~~ ~~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.~~
3.	**11.1.1 RESIDENTIAL General**	Delete policy 11.1.1 and provide a revised policy in the new Section 7 Housing. Renumber section 11.1 accordingly: ~~11.1.1 The Town will continue to work directly with the Region to provide opportunities for housing for a wide array of socio-economic groups and those with differing physical needs using all available planning mechanisms and tools and to develop a housing strategy, including preparation of Municipal Housing Statements, which will establish and implement affordable housing targets.~~

Item No.	Section	Description of Change
4.	**11.1.2 RESIDENTIAL General**	Delete policy 11.1.2 and provide a revised policy in the new Section 7 Housing. Renumber section 11.1 accordingly: ~~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.~~
5.	**11.1.3 RESIDENTIAL General**	Revise policy 11.1.3, as follows, and renumber the policy to 11.1.1 as per revisions under section 11.1 accordingly: 11.1.~~3~~**1** The Town will provide for the creation of additional ~~dwelling~~ **residential** units through regulations in the Zoning By-law. a) Additional ~~dwelling~~ **residential** units shall not be considered as dwelling units for the purpose of calculating density. b) Additional ~~dwelling~~ **residential** units may be permitted in accordance with other applicable **regulations,** by-laws, guidance, or requirements.
6.	**11.1.2 *new* RESIDENTIAL General**	Add new policy 11.1.2, as follows, numbered as per revisions under section 11.1 accordingly: **11.1.2 The Town will provide for the creation of lodging houses through regulations in the Zoning By-law.**
7.	**11.1.6 RESIDENTIAL General**	Revise policy 11.1.6, as follows, and renumber the policy to 11.1.5 as per the revisions under section 11.1 accordingly: 11.1.~~6~~**5** ~~*Special*~~ ***Additional*** *needs housing* **and amenities and services needed to support them** may be permitted through a range of housing types in all Residential land use designations in accordance with section 11.1.~~9~~**8** ~~and where adequate residential amenities and services are provided~~.
8.	**11.1.11 RESIDENTIAL General**	Revise policy 11.1.11, as follows, and renumber the policy to 11.1.10 as per the revisions under section 11.1 accordingly: 11.1.~~11~~**10** Residential uses shall comply with the land use compatibility and appropriate mitigation measures, such as setbacks and buffers, defined by the **Province.** ~~Ministry of the Environment.~~

Item No.	Section	Description of Change
9.	**12.1.5 MIXED USE General**	Revise policy 12.1.5, as follows: 12.1.5 The uses listed in sections ~~11.1.6 and 11.1.7~~ **11.1.1, 11.1.2, 11.1.5 and 11.1.6** may also be permitted in the Mixed Use designations.
10.	**30.22 IMPLEMENTATION Monitoring**	Insert a new policy 30.22.2 into section 30.22 Monitoring, and renumber the policies under section 30.22 accordingly: 30.22.2 The Town shall monitor the housing conditions in Oakville, including the achievement of established housing targets. The Town may implement programs and initiatives to address housing gaps or shortfalls in meeting the housing targets.
11.	**31.5 INTERPRETATION Glossary**	Delete and replace the definition of "affordable housing" in section 31.5 Glossary, as follows: ~~***Affordable housing*** means housing with market price or rent that is affordable to households of low and moderate income spending 30 per cent of their gross household income without government subsidies. Such households would be able to afford, at the low end, at least three out of ten rental properties on the market and, at the high end, ownership housing with sufficient income left, after housing expenses, to sustain a basic standard of living.~~ ***Affordable housing*** **means:** **a) in the case of ownership housing, the least expensive of:** **1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for *low and moderate income households*; or** **2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in Oakville;** **b) in the case of rental housing, the least expensive of:** **1. a unit for which the rent does not exceed 30 percent of gross annual household income for *low and moderate income households*; or** **2. a unit for which the rent is at or below the average market rent of a unit in Oakville.**

Item No.	Section	Description of Change
12.	**31.5 INTERPRETATION Glossary**	Delete the definition of "special needs housing" and replace it with "additional needs housing" (consistent with the same definition provided via OPA 70 to be approved by MMAH) alphabetically into section 31.5 Glossary, as follows: ~~***Special needs housing*** means any housing, including dedicated facilities in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include but are not limited to housing for persons with disabilities such as physical, sensory or mental health disabilities, housing for the elderly, *group homes*, emergency shelter, housing for the homeless, and independent permanent living arrangements where support services such as meal preparation, grocery shopping, laundry, housekeeping, respite care and attendant services are provided. It does not include households that receive community based support services in their own home.~~ ***Additional needs housing*** **means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of *additional needs housing* may include, but are not limited to long-term care homes, adaptable and accessible housing, housing for persons with disabilities such as physical, sensory or mental health disabilities, housing for older persons, *group homes*, emergency shelter, housing for homeless, and independent permanent living arrangements where support services such as meal preparation grocery shopping laundry, housekeeping, respite care and attendant services are provided. It does not include households that receive community based support services in their own home.**

Item No.	Section	Description of Change
13.	**31.5 INTERPRETATION Glossary**	Add the following definitions alphabetically into section 31.5 Glossary, and italicize the new defined terms throughout the Livable Oakville Plan: ***Housing options*** **means a range of housing types such as, but not limited to single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, laneway housing, garden suites, rooming houses and multi-residential buildings, including low- and mid-rise apartments. The term can also refer to a variety of housing arrangements and forms such as, but not limited to, life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, *affordable housing*, *additional needs housing*, multi-generational housing, student housing, farm worker housing, culturally appropriate housing, supportive, community and transitional housing and housing related to employment, educational, or institutional uses, such as long-term care homes.**
14.	**31.5 INTERPRETATION Glossary**	Add the following definitions alphabetically into section 31.5 Glossary, and italicize the new defined terms throughout the Livable Oakville Plan: ***Low and moderate income households*** **means:** **a) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the municipality; or** **b) in the case of rental housing, household with incomes in the lowest 60 percent of the income distribution for renter households for the municipality.**
15.	**Miscellaneous**	Replace the term "special needs housing" with "additional needs housing" throughout the Livable Oakville Plan.
16.	**Miscellaneous**	Revise policy numbers and policy numbers referenced throughout the Livable Oakville Plan, as applicable, where revisions have changed number sequencing, such as revisions required to accommodate the new Section 7, Housing, and revisions to former Section 11, Residential.
17.	**Miscellaneous**	Italicize all defined terms within any new text added to the Livable Oakville Plan through the modifications above.

APPENDIX 1
New Section 7 Housing

7. HOUSING

Oakville is committed to meeting the need for housing and addressing the demands of its growing population. As Oakville grows, adequate and *affordable housing* will continue to be an essential component of a livable, *complete community*. Suitable *housing options* that meet the needs of current and future residents throughout all stages of their lives are required for individual well-being and a thriving community.

The Town recognizes the need for new housing required by the public includes a broad range of *housing options* including market, rental, *affordable*, social, assisted and *additional needs housing*, within a variety of housing types.

Housing affordability challenges are being experienced by most residents in Oakville, and in particular by *low and moderate income* households. There is a critical need for more purpose-built rental housing and an overall diversification in Oakville's housing stock, with more *housing options*, including medium and high-density housing choices, needed to address housing affordability challenges.

7.1 Objectives

The objectives for housing are to:

a) support growth management and enable housing opportunities to bolster housing supply within the framework of the Town's urban structure;

b) support the achievement of a liveable, *complete community*;

c) enhance housing choice and enable the availability and accessibility of a wide range of housing to meet the diverse needs of the community through all stages of life;

d) protect and encourage purpose-built rental housing;

e) improve housing affordability and create opportunities for *affordable housing*;

f) encourage process improvements to accelerate the delivery of housing;

g) raise public awareness about housing needs in Oakville; and,

h) collaborate with agency partners and other levels of government to assist in achieving these objectives.

7.2 Policies

7.2.1 Supporting Housing Supply and Growth Management

a) The Town will coordinate land use planning and planning for housing with Halton Region, the Service Manager, to address the full range of *housing options* including *affordable housing* needs.

b) The Town will work with Halton Region, and its local municipalities thereto, to provide for an appropriate range and mix of *housing options* and densities required to meet projected needs of current and future residents of Halton Region. The Town shall, in coordination with the local municipalities of Halton Region:

i. monitor and update policies and land use designations, as applicable, to ensure there is sufficient land designated to accommodate a minimum 15-year supply of residential *development*;

ii. monitor and update regulations and schedules in the Zoning By-laws, as applicable, to ensure there is sufficient land zoned to accommodate a minimum three-year supply of residential units; and,

iii. monitor and work with the *development* industry to ensure that draft approved and registered plans, as well as site plans and development permits, provide a minimum three-year supply of residential units.

c) To meet projected housing need to the year 2036 and to ensure a full range of *housing options* are provided, the Town will work with Halton Region, the development community, housing providers, and the broader community toward achieving the following town-wide housing targets:

i. a minimum target of 35% of net new market housing is *affordable* to *low and/or moderate income households*;

ii. a minimum target of 40% of net new housing is purpose-built rental tenure, which is inclusive of all forms of rental housing, including assisted and supportive housing facilitated by Halton Region.

d) To assist in the achievement of town-wide *affordable housing* and purpose-built rental housing targets, the Town may establish area-specific targets.

e) The Town shall be informed by its Housing Strategy and Action Plan and Housing Needs Assessment, as amended, when updating the policies of this Plan and evaluating *development* applications.

7.2.2 Developing Livable and Complete Communities

a) The Town shall permit and facilitate:

i. a range of *housing options* throughout the Town that are required to meet the social, health, economic and well-being requirements of current and future residents, including *additional needs housing* and needs arising from demographic changes and employment opportunities;

ii. residential *intensification* throughout the Town in accordance with the urban structure and the policies of this Plan.

b) The Town shall continue to promote and enable densities for new housing which efficiently use land, resources, infrastructure and *public service facilities*, and support the use of *active transportation*, as directed by the town's urban structure and the policies of this Plan.

c) The Town shall, through public actions and in the process of reviewing *development* applications, support efforts to improve accessibility for people of all ages and abilities, and address barriers which may restrict access to a full range of housing. The Town will encourage the building and development industry to incorporate *universally accessible* design features in new housing.

d) The Town shall support efforts, where possible, to improve social equity for people seeking access to adequate and suitable housing.

e) The Town shall encourage innovative housing types and forms, where contextually appropriate, to ensure accessible, affordable, adequate and appropriate housing for all socio-economic groups.

7.2.3 Enhancing Housing Choice

a) The Town shall encourage a greater diversity of *housing options* throughout the Town, including housing types, sizes and tenures that are in short supply, and *affordable housing* to meet the needs of residents throughout all stages of their lives.

b) The Town shall encourage housing initiatives to facilitate revitalization, compact urban form and an increased variety of *housing options*, including alternative forms of housing construction such as modular, manufactured and prefabricated housing solutions.

c) The Town may grow the housing supply through *development* and redevelopment in the established Residential Area while ensuring new housing opportunities are contextually appropriate. Areas to be considered through further study include:

   i. underutilized commercial and institutional sites;

   ii. town-owned lands including as a component of municipal lands and buildings such as fire stations or other community buildings;

   iii. vacant and/or underutilized sites and overall opportunities for infill *development*.

d) The Town shall encourage and promote the creation of additional residential units.

e) The Town shall, through public actions and in the process of reviewing *development* applications, ensure a diverse mix of housing types and/or unit sizes are provided to accommodate a range of household sizes and income levels to meet the diverse needs of its residents and contribute to the overall diversification of the Town's housing stock.

f) To meet projected housing diversification demand to the year 2036, the Town will work with the development community, housing providers, and the broader community toward achieve the following town-wide housing targets:

   i. at least 65% of net new housing units be *multiple-attached* or high density housing units each year to 2031 and at least 75% each year thereafter; and,

   ii. at least 65% of net new high density housing units be two or more bedrooms.

g) To assist in the achievement of town-wide housing type and unit mix targets, the Town may establish area-specific targets.

7.2.4 Encouraging and Protecting Rental Housing

a) The Town shall encourage and promote the construction of purpose-built rental buildings and rental residential units.

b) The Town shall encourage all levels of government to stimulate rental market housing, and will support efforts to increase the supply of rental housing including participating in programs offered to enable its construction.

c) The Town shall discourage the conversion of existing rental properties to free-hold, condominium or to other forms of ownership in order to maintain an adequate supply of rental housing.

d) The Town shall protect its existing rental housing supply through the maintenance and implementation of a Rental Housing Protection By-law, as amended, which prohibits and regulates the demolition and conversion of residential rental properties, in accordance with the provisions of the *Municipal Act*.

e) The Town shall apply the following six principles when considering an application to permit the demolition or conversion of a residential rental property:

   i. the preservation of the existing rental housing supply;

   ii. the preservation of the affordable rental housing supply;

   iii. the increase of purpose-built rental housing;

   iv. the improvement of the existing rental housing stock;

   v. the obtaining of an enhanced Tenant Protection Package; and,

   vi. a formalized consistent process in processing such applications.

f) The Town shall regulate:

   i. the conversion of residential rental units to any other form of tenure in properties with six or more residential units; and

   ii. the demolition of existing residential rental units in properties with six or more dwelling units.

g) Demolition or conversion of existing rental properties will only be considered in accordance with the Residential Rental Protection By-law, and where the Town's rental vacancy rate is at or above 3%.

h) The Town may provide guidance materials to implement the Rental Housing Protection By-law to outline how the by-law will be implemented and assist applicants with required permits, as applicable.

i) A Declaration of Use and Screening Form, in accordance with the Town's Rental Housing Protection By-law and Section 99.1 of the *Municipal Act*, shall be a submission requirement for the pre-consultation request process.

j) The Town may, in coordination with Halton Region, work with and support assisted housing providers to upgrade existing assisted or *affordable* rental housing to prevent its loss due to conversions or disrepair.

7.2.5 Supporting Affordability

a) The Town may use *Planning Act* tools as per Section 30 of this Plan to support housing affordability, and other programs and initiatives where appropriate and feasible, including:

i. through the *development* process, the use of *transportation demand management* measures which, in addition to the policies in section 9.14, may permit reduced parking rates for *affordable* housing units, when demonstrated through a *TDM* plan and implementation strategy.

ii. working with the Oakville Municipal Development Corporation to include *affordable* and assisted housing opportunities within developments that include residential uses as a community benefit.

iii. creating a housing concierge program that provides additional supports to applicants for *affordable housing* projects, as applicable.

b) For the purpose of assessing the achievement of affordability targets, the Town will use the affordability rates set by the Province through the Affordable Residential Units for the Purposes of the *Development Charges Act, 1997* Bulletin, or any subsequent equivalent thereto.

c) The Town should prioritize the review and approvals for *development* applications by Halton Region for supportive and assisted housing projects.

d) As part of the *development* application process, prior to the release for sale of any units within a *development* containing greater than 10 residential units, the developer is encouraged to solicit Halton Region and affordable housing providers for the purchase or reservation of residential units for the purpose of being provided as *affordable housing*.

7.2.6 Engagement and Collaboration

a) The Town shall support and work with Halton Region, the Housing Service Manager, to achieve its housing targets and priorities established in its Comprehensive Housing Strategy including strengthening Halton's homelessness response system, protecting and retaining existing community housing stock, creating new assisted and supportive housing, and advocating for increased sustained and predictable funding for housing in Halton Region.

b) The Town shall advocate for upper levels of government to create a predictable long-term municipal funding strategy for critical growth-related infrastructure projects, including transit, to enable housing.

c) The Town shall collaborate with Halton Region in the facilitation and partnership between community housing groups and the private sector to create new assisted housing opportunities, including strategies that encourage private sector involvement in the development of new community housing units.

d) The Town may provide, partner with, or otherwise support programs that offer education, training, outreach and/or referrals for landlords and tenants to promote access to housing and safe living conditions.

e) The Town may develop educational materials and awareness programs focused on rental, *affordable*, assisted, *additional needs housing* and emergency housing and supports, in order to bring attention to available programs and services, and build community support for needed housing in Oakville.

f) The Town shall work with the Province to ensure that it develops appropriately-designated provincially-owned urban lands for a full continuum of housing including *affordable*, assisted and supportive housing.

g) The Town shall work with all levels of government to identify opportunities to help achieve its housing targets, and may participate in future government housing programs that work to achieve these targets.

OAKVILLE

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2026-061

A by-law to declare that certain land is not subject to part lot control (Block 262, Plan 20M-1288 – Mattamy (Joshua Creek) Limited)

WHEREAS By-law 2006-125 delegates to the Director of Planning & Development the authority to approve certain applications to designated lands not subject to part lot control; and,

WHEREAS the Director of Planning & 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 20th day of April, 2026

_____ MAYOR

_____ CLERK

Schedule "A"

1. Block 262, Plan 20M-1288, designated as Parts 1 to 5, inclusive, on Plan 20R-23152, Oakville

OAKVILLE

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2026-062

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 20th day of April, 2026

_____ Mayor

_____ Clerk