



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, 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

Page 1

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").

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- **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).

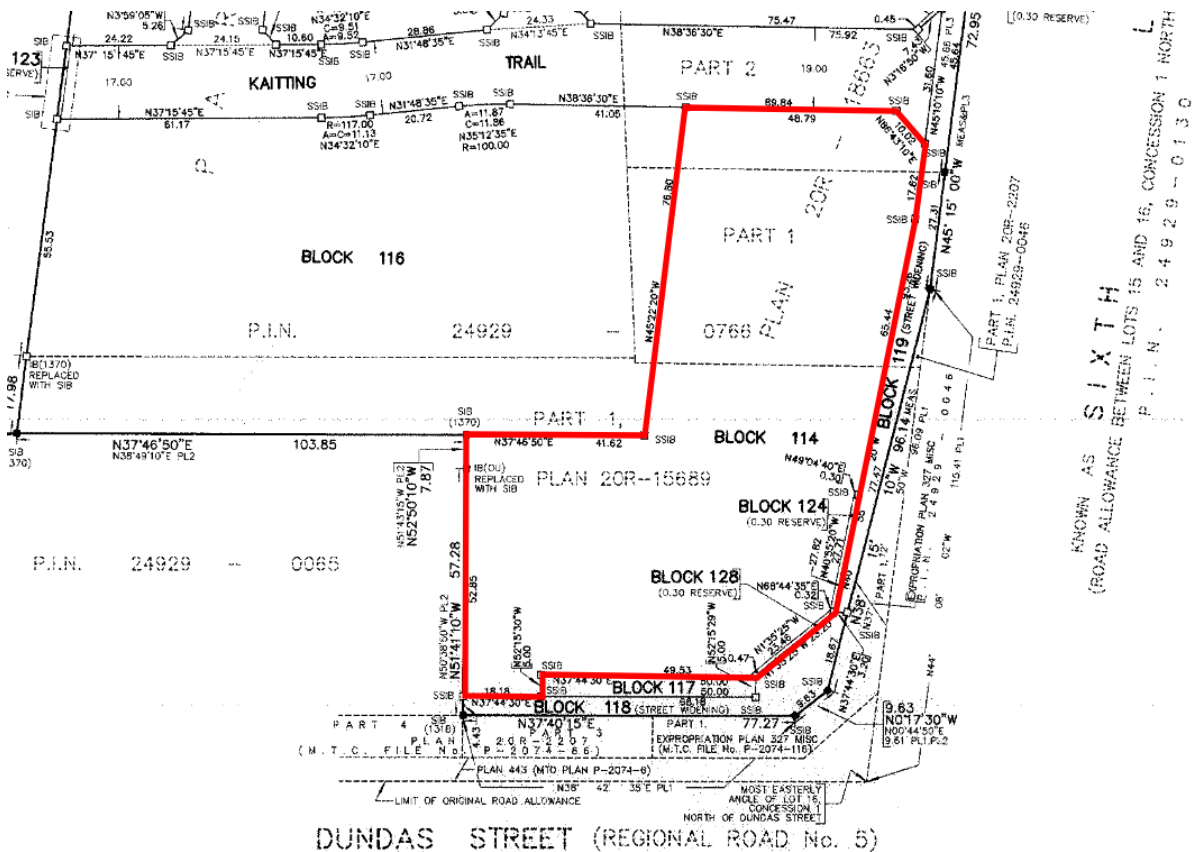


Figure 1: Plan of Subdivision 24T-05025 excerpt (3000 Sixth Line)

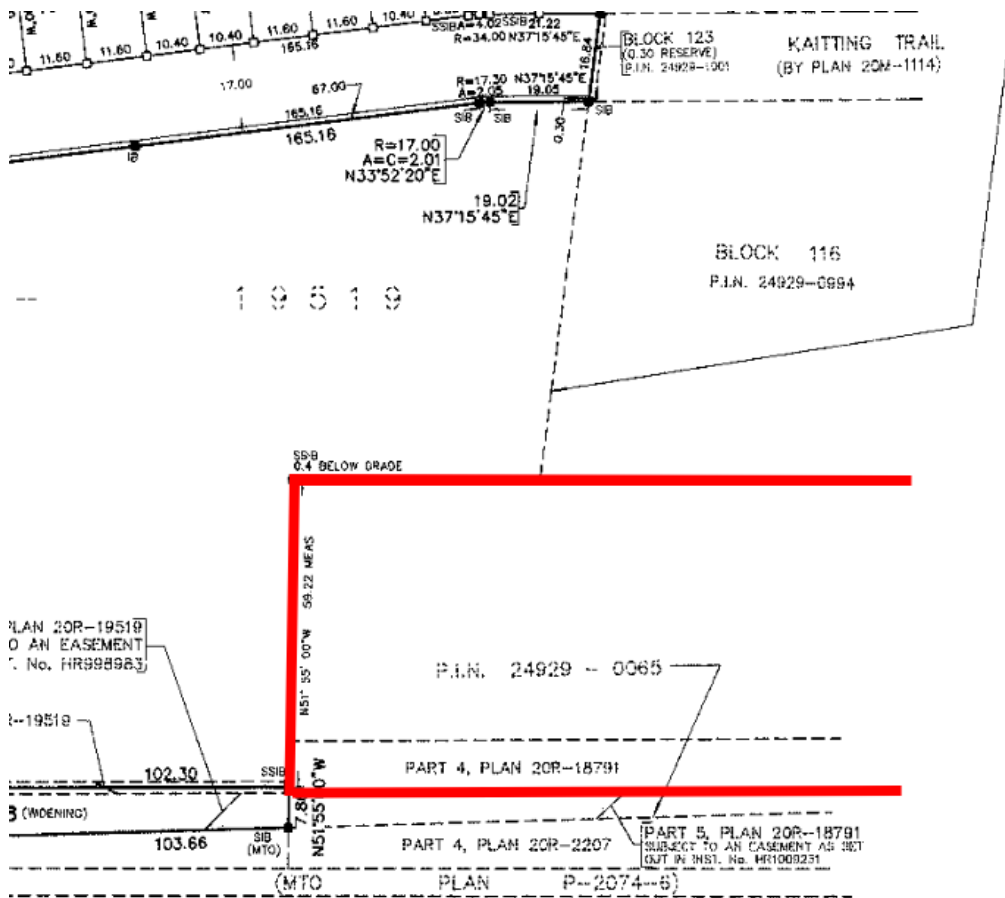


Figure 2: Remnant parcel of land as identified in 20M-1139 (21 Dundas Street West)

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.

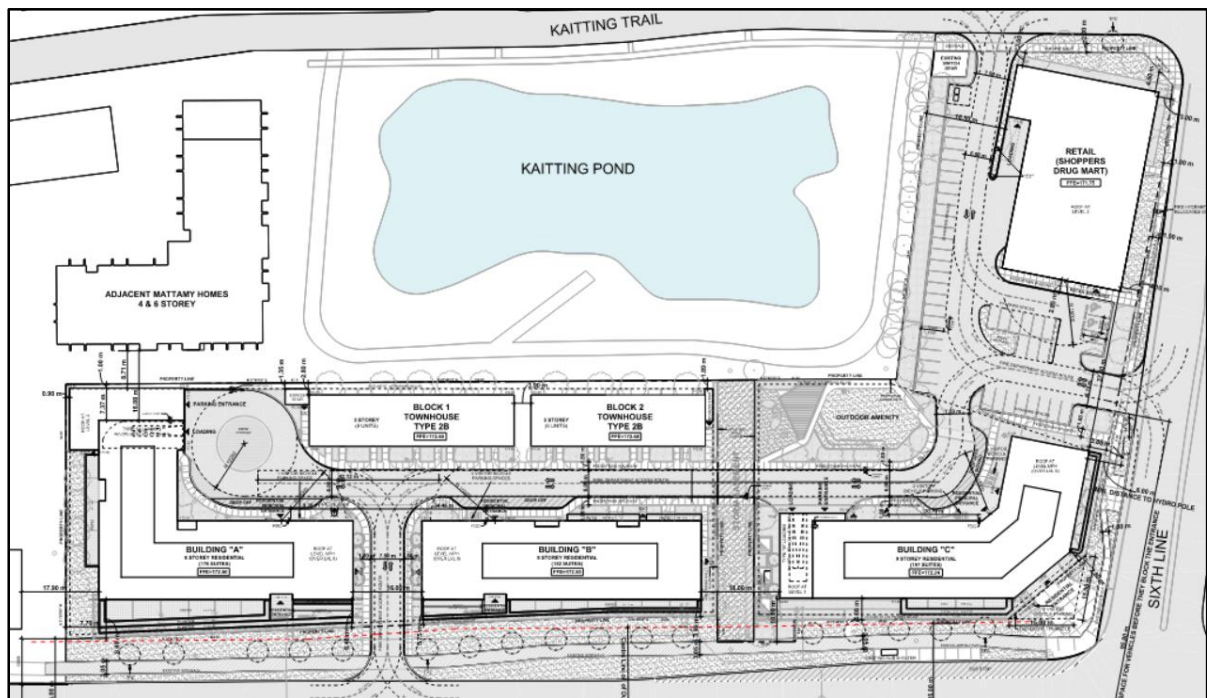


Figure 3: Applicant’s interim condition concept plan

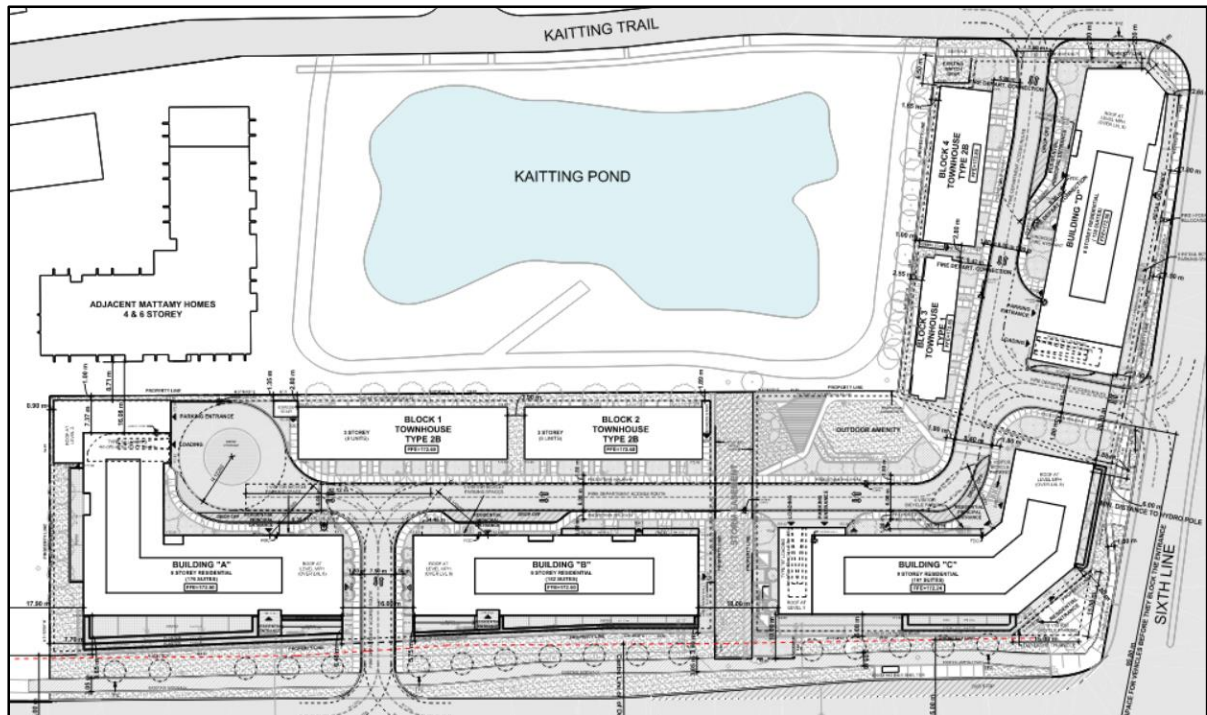


Figure 4: Applicant's ultimate condition concept plan

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.

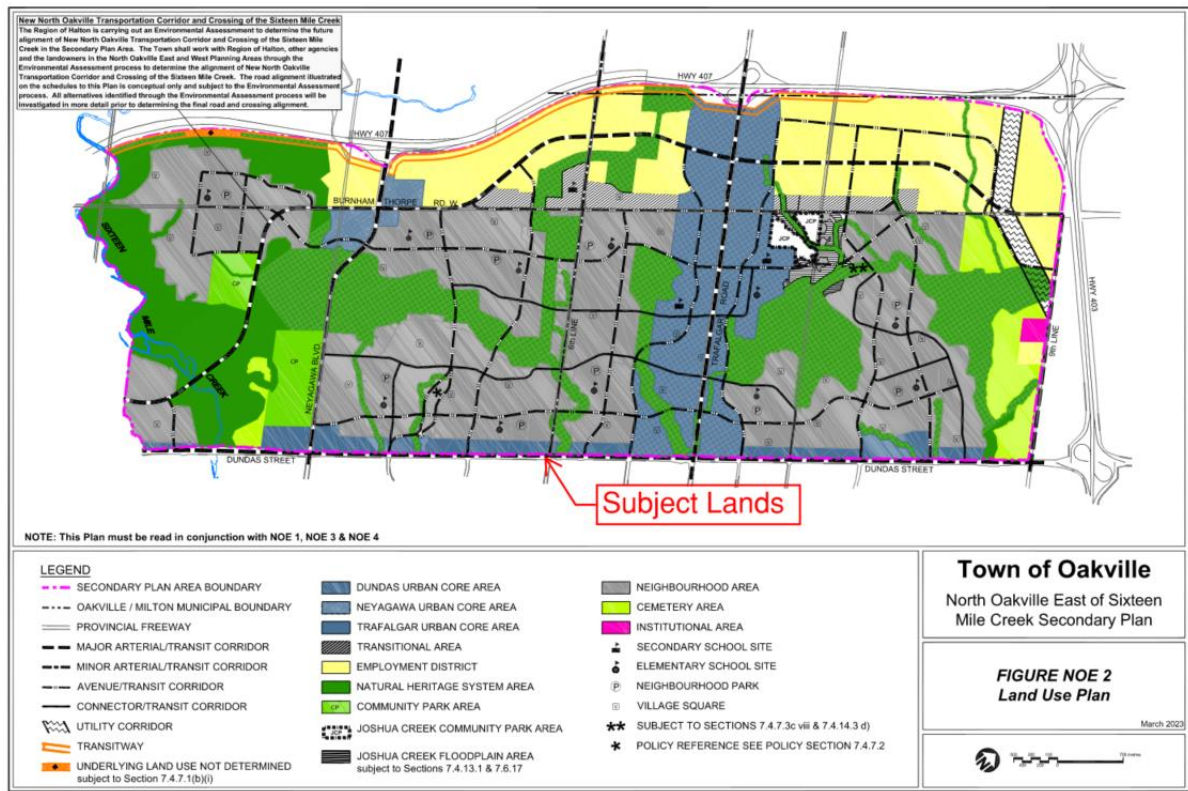


Figure 6: NOE2 Land Use Plan

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.

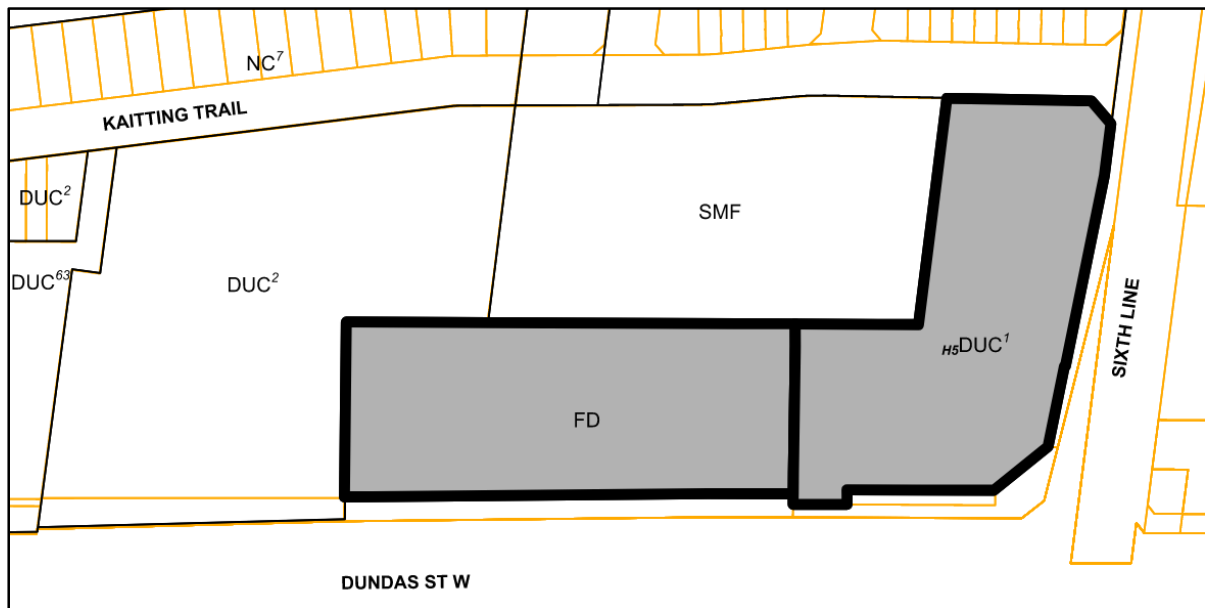


Figure 7: Zoning By-law 2009-189 Extract

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 cause 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 <i>Apartments</i> 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 <i>Apartments</i> 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 ft² Average)	1 Bed (512 ft² Average)	1 Bed + Den (581 ft² Average)	2 Bed (708 ft² Average)	Townhouse (1735 ft² 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
Percent age 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

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