

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

Page 1

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.

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- **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

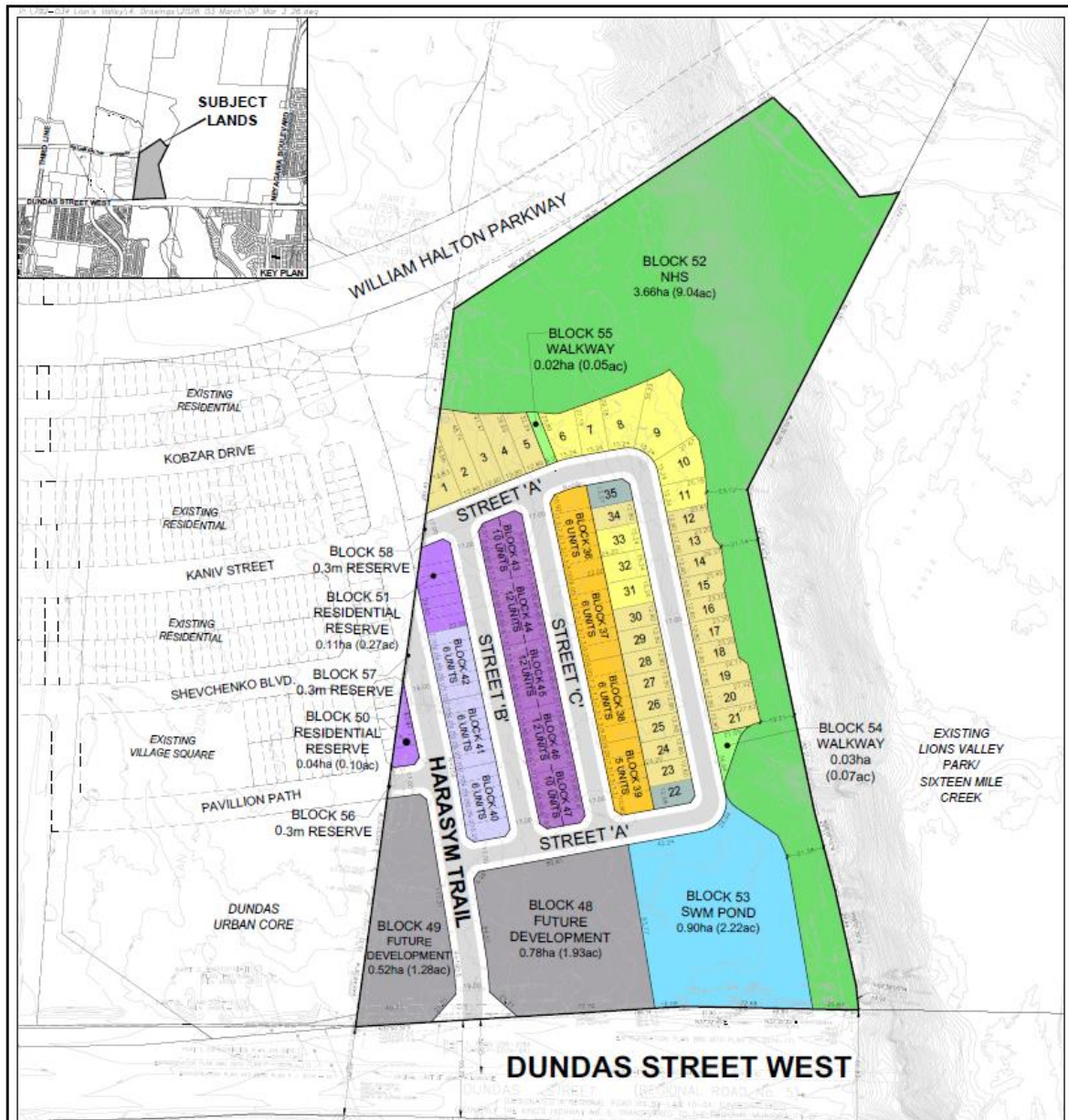
The application proposes redevelopment of approximately 10.47 hectares of land as follows (see Figure 1):

- 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: Ross Dembroder DATE: December 17, 2024
ROSS DEMBRODER, O.L.S.
R.P.E. 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 (UPPSA)
DETACHED - 15.2m (50')		0.47	1.16	4	13.05
DETACHED - 12.2m (40')	1-36	0.85	2.10	24	28.24
DETACHED - 12.2m (40')		0.09	0.19	2	33.33
STRIP TOWNHOUSE - 3.3m (10')	38-39	1.41	1.91	23	36.19
DUAL FRONTAGE TOWNHOUSE - 5.5m (20')	40-42	0.28	0.69	18	64.29
BACK-TO-BACK TOWNHOUSE - 5.5m (18')	43-47	0.49	1.14	50	121.74
FUTURE DEVELOPMENT		1.30	3.21		
RESIDENTIAL RESERVE	50-51	0.15	0.37		
NHS	52	3.96	9.84		
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		
17.5m LOCAL R.O.W. (LENGTH: 843m)		1.44	3.55		
TOTAL	58	10.47	26.87	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
- PAYEMENT ILLUSTRATION IS DIAGRAMMATIC



SCALE: 1:1000
(24 x 36)
MARCH 3, 2026



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.

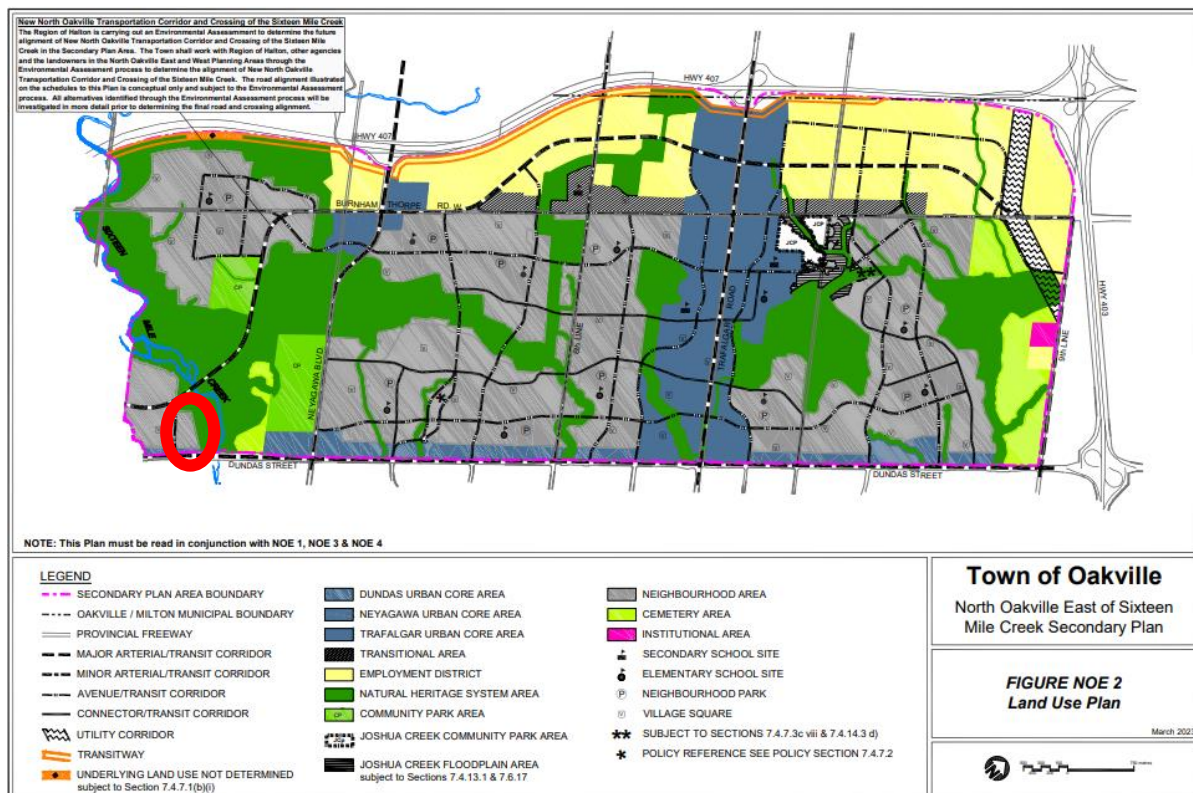


Figure 4 - North Oakville East Secondary Plan – Figure NOE2

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.

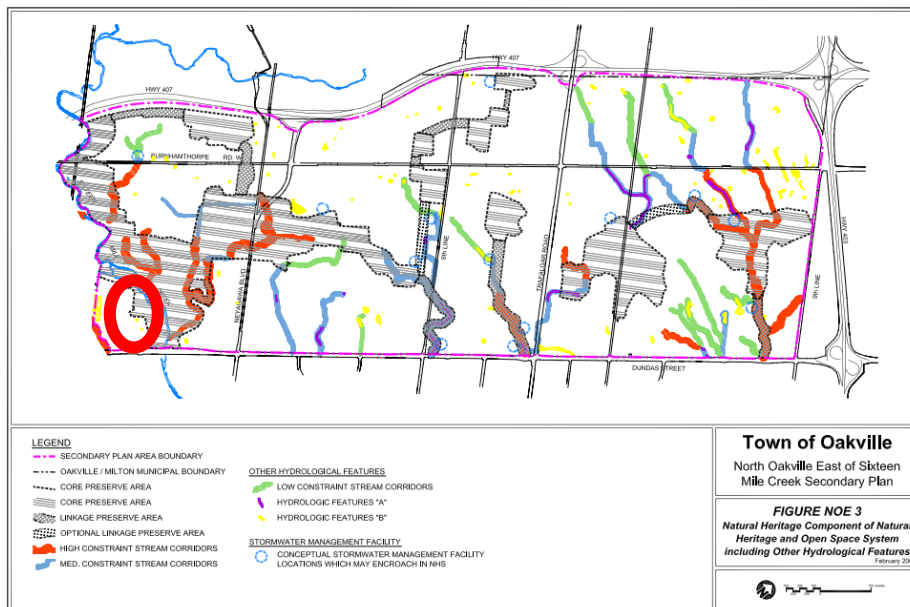


Figure 5 – NOE 3 Natural Heritage Component of Natural Heritage and Open Space System Including Other Hydrogeological Features

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'.

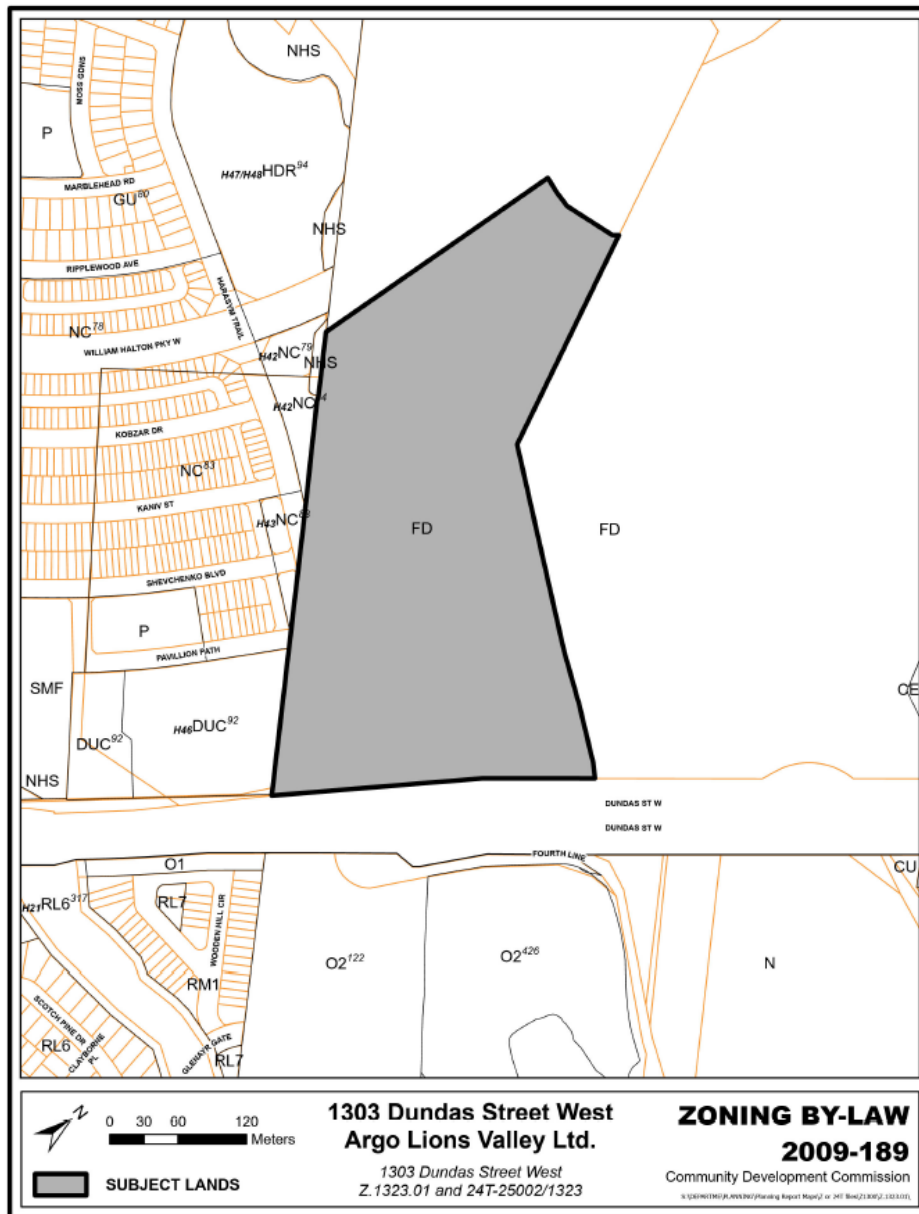


Figure 6: Existing Zoning Map

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).

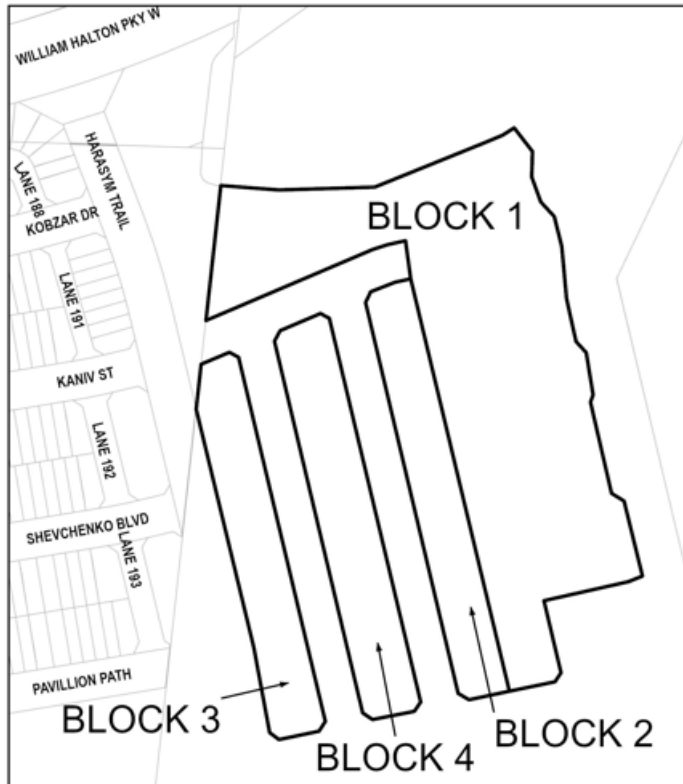


Figure 7 – Proposed Special Provision 144 Figure 8.144.1

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.



TYPICAL BLOCK OF 16 WITH END UNITS
NOT CURRENTLY WITHIN COMMUNITY

MIN LANDSCAPE SIZE 0.9MX1.0M
BLOCK AREA 1253.20m²
LANDSCAPING AREA 96.65m²
BLOCK LANDSCAPE = 7.7%

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'.

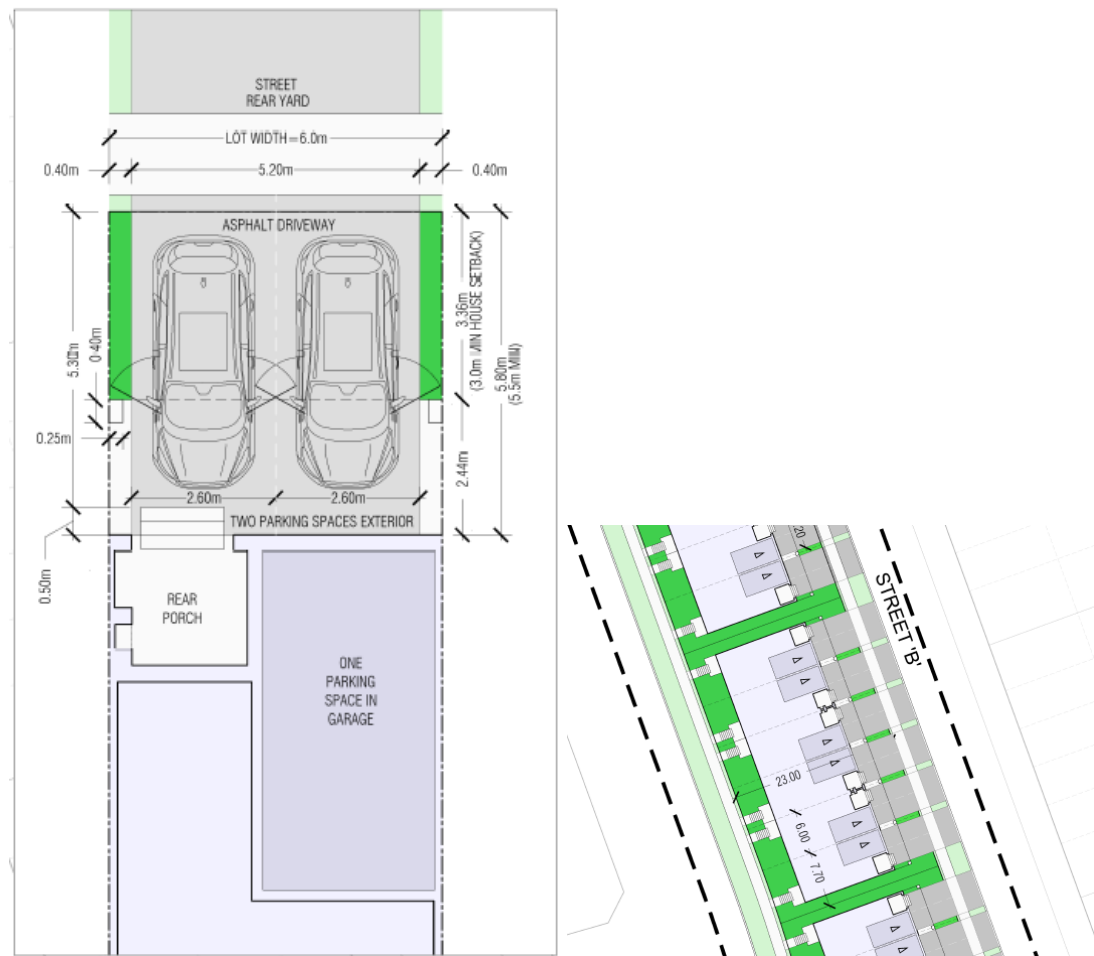


Figure 9 – Dual Frontage Townhouse Showcase prepared by Applicant

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 runoff
- (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.

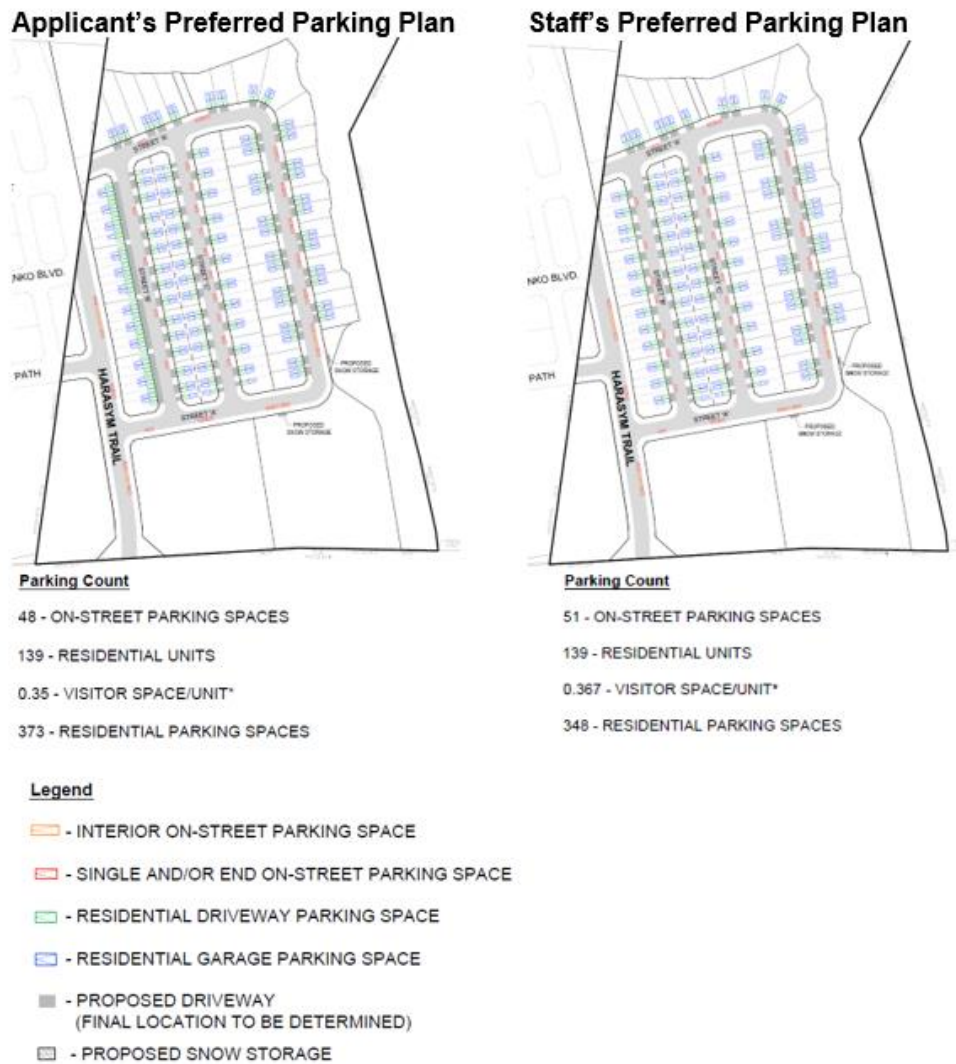


Figure 10 – Parking Plan Excerpts

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 Town's 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:

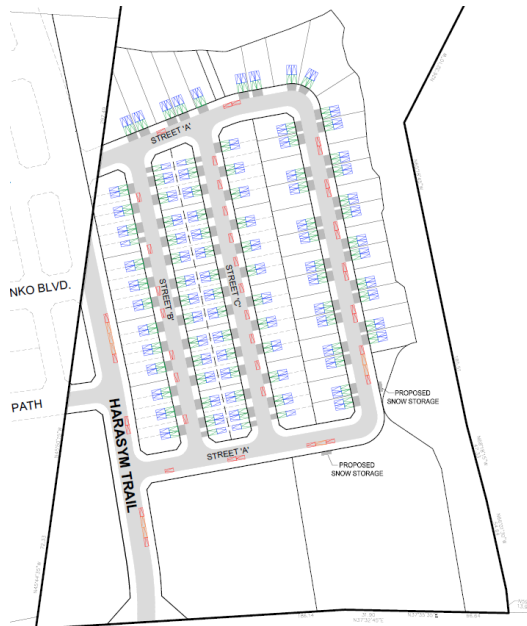
- Review the provision of parking
- identify what could be developed on the future development blocks
- Review snow storage

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







- | | |
|--|--|
| <p>Parking Count</p> <p>51 - ON-STREET PARKING SPACES</p> <p>139 - RESIDENTIAL UNITS</p> <p>0.367 - VISITOR SPACE/UNIT*</p> <p>348 - RESIDENTIAL PARKING SPACES</p> | <ul style="list-style-type: none">  - 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 |
|--|--|

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

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