

# PLANNING JUSTIFICATION REPORT

1295 Sixth Line  
Oakville

Official Plan Amendment

**Date:**  
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**Prepared For:**  
Creditmills Development Corp.

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PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE



## Executive Summary

This Planning Justification Report ("PJR") has been prepared in support of a proposed Official Plan Amendment to facilitate a residential development located at 1295 Sixth Line, in the Town of Oakville (the "Subject Lands"). The proposal is for a six-storey apartment building with a total of 70 units of varied unit types and sizes.

The Subject Lands are located on the east side of Sixth Line, with an approximate area of 3,820.2 square metres (0.38 ha). The area surrounding the Subject Lands consists of residential and community uses, including low-rise residential uses, apartments, and community amenities, including schools and parks.

The intent of the proposed development is to provide for infill development on a large lot located along Sixth Line, a Minor Arterial, to provide for increased housing stock in the Town of Oakville on a site well suited for intensification.

The Subject Lands are currently identified as "Residential Areas" and designated as "Low Density Residential" in the Livable Oakville Plan. The Subject Lands are located on Sixth Line which is identified as a minor arterial road. The proposed Official Plan Amendment for the Subject Lands seeks to re-designate the site from Low Density Residential to High Density Residential. The Subject Lands are zoned Low Density Residential (RL3-0). A Zoning By-law Amendment application will be submitted in the future.

A detailed planning analysis of the existing physical context as well as the Provincial and municipal policy and regulatory framework is provided in this report, which supports and justifies the proposed change in density and development.

Based on the physical context and planning policy and regulatory framework analysis, the proposed development is consistent with and conforms to Provincial policies, as well as the Region and Town Official Plans. The proposed development reflects an appropriate level of intensification within the existing residential community and will provide for much needed new housing.

# TABLE OF CONTENTS

<b>1.0 Introduction</b> .....	1
1.1 Pre-Application Consultation .....	1
1.2 Public Information Meeting .....	2
<b>2.0 Existing Site &amp; Context</b> .....	4
2.1 Site Description .....	4
2.2 Surrounding Area Context .....	5
2.3 Area Development Context .....	14
2.4 Community Context.....	15
2.5 Transportation Context .....	16
2.6 Housing Context.....	20
<b>3.0 Proposal Description</b> .....	22
3.1 The Development Proposal .....	22
3.2 Supporting Studies.....	33
3.2.1 Urban Design Brief .....	33
3.2.2 Functional Servicing Report .....	33
3.2.3 Stormwater Management Implementation Report.....	34
3.2.4 Transportation Impact Study Brief .....	34
3.2.5 Environmental Site Assessment (Phase 1) .....	35
3.2.6 Waste Management Plan.....	35
3.2.7 Shadow Impact Analysis.....	36
<b>4.0 Proposed Amendment</b> .....	37
4.1 Proposed Official Plan Amendment.....	37
<b>5.0 Planning Policy Analysis</b> .....	38
5.1 Current Policy Framework .....	38
5.2 Planning Act, R.S.O. 1990, C. P. 13 .....	38
5.3 Provincial Policy Statement (2020) .....	40
5.4 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020).....	42
5.5 Halton Regional Official Plan (ROPA 49) .....	43
5.6 Livable Oakville Plan.....	46
5.7 Town of Oakville Zoning By-law 2014-014 .....	53
<b>6.0 Summary of Planning Justification</b> .....	58
<b>7.0 Summary &amp; Conclusions</b> .....	61

## APPENDICES

- A. Pre-Application Consultation Checklist
- B. Public Information Meeting Notes
- C. Policy Assessment
- D. Draft Official Plan Amendment

## FIGURES

1. Location Map
2. Surrounding Context & Uses
3. Surrounding Development Applications
4. Region of Halton Official Plan, Map 3: Functional Plan of Major Transportation Facilities
5. Livable Oakville Plan, Schedule C: Transportation Plan
6. Oakville Transit - Regular Scheduled Routes
7. Oakville Transit – School Routes
8. Livable Oakville Plan, Schedule D: Active Transportation Plan
9. Site Plan
10. East Elevation
11. West Elevation
12. North Elevation
13. South Elevation
14. Coloured Rendering
15. Area Setbacks
16. Surrounding Heights
17. Ground Floor and Basement Level 1 Plans
18. Second Floor & Third to Fifth Floor Plans
19. Sixth Floor and Roof
20. Site Sections
21. Streetscape
22. Region of Halton Official Plan, Map 1: Regional Structure
23. Livable Oakville Plan, Schedule A1: Urban Structure
24. Livable Oakville Plan, Schedule I: Central Land Use
25. Town of Oakville Zoning By-law 2014-014

## TABLES

1. Surrounding Development Applications
2. Location of Surrounding Community Services and Facilities
3. Proposed Unit Breakdown
4. Summary of Proposed Development Statistics



# 1.0 Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by Creditmills Development Corp. (the “Applicant”) to assist with planning approvals to develop a residential building on the Subject Lands. The property is located on the east side of Sixth Line, with an existing driveway providing access to Sixth Line. The Subject Lands are municipally addressed as 1295 Sixth Line, in the Town of Oakville (the “Subject Lands”).

This Planning Justification Report (“PJR”) has been prepared on behalf of the Applicant in support of the proposed Official Plan Amendment (“OPA”) application. The proposed amendment will permit the development of a six-storey apartment building with a total of 70 units with a mix of unit types and sizes.

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

- A general description of the Subject Lands, surrounding land uses, and existing physical conditions;
- A description of the proposed development and design elements;
- A summary of the technical studies and plans prepared in support of the proposed change in land use designation;
- A description of the proposed OPA;
- A review of the exiting policy and regulatory framework in relation to the proposed application and an assessment of its consistency and conformity with Provincial, Regional and Town policies and regulations; and,
- A summary of key conclusions related to the proposed amendment.

## 1.1 Pre-Application Consultation

The required pre-consultation meeting to discuss the proposed amendment was held on November 10, 2023. Town of Oakville staff were in attendance, along with the Applicant. A record of the pre-consultation minutes issued are attached to this report as Appendix A. The pre-consultation meeting identified the need for the OPA application to facilitate the proposed development.

The following submission materials were identified as being required and have been submitted in support of the proposed application with this submission:

Plan / Report	Consultant
Aerial Photographs	MHBC Planning
Completed Application Forms/Fees	MHBC Planning
Planning Justification Report	MHBC Planning
Draft Official Plan Amendment	MHBC Planning
Urban Design Brief	MHBC Planning
Minutes and attendance list of Applicant-initiated "Public Information Meeting"	MHBC Planning
Site Plan & Site Plan Details	Rick Brown and Associates
Concept Plan	Rick Brown and Associates
Building Elevations & Renderings	Rick Brown and Associates
Waste Management Plan	Rick Brown and Associates/LEA
Shadow Impact Analysis	Paul Hastings Architect
Functional Servicing Study/Report	EXP
Stormwater Management Implementation Report	EXP
Environmental Site Assessment (Phase 1)	EXP
ESSQ	John Rego
High-level Transportation Impact Analysis	LEA Consulting Ltd.
Survey/Legal Plan	C. Peat

The above noted documents are summarized in **Section 3.2** of this report.

## 1.2 Public Information Meeting

A Public Information Meeting (PIM) was hosted prior to submission of the application on May 11, 2023. The meeting was held virtually from 6:30 PM to 7:30 PM using Zoom. A PowerPoint presentation was shared providing information on different aspects of the proposal. In accordance with the Town of Oakville's current processes of public notification, meeting invitations were mailed out to 263 addresses and sent to 34 email addresses, which were provided by Town staff. Project team staff in attendance included representation from Creditmills Development Corp., MHBC Planning (land use planning) and Rick Brown and Associates (architecture) who responded to specific inquiries regarding details of the proposal. The questions and issues raised during the PIM were related to:

- Confirmation of timelines to obtain Town of Oakville approval;
- Confirmation of garbage location; Minimizing smell;

- Confirmation if balconies will face the houses on Redbank Crescent;
- Minimizing noise during construction;
- Confirmation of type of unit (i.e. condominium or rental); and,
- Discussion on setbacks.

The PIM notes are attached to this report as **Appendix B**.

# 2.0 Existing Site & Context

The consideration of an existing site’s context is important in the planning analysis of a proposed development. Context must be evaluated not only as it relates to the existing physical environment and surrounding area but to the specific and immediate urban setting and urban structure, which includes future land uses and infrastructure.

## 2.1 Site Description

The Subject Lands are located on Sixth Line and are currently occupied by a single-detached dwelling. The Subject Lands have an approximate area of 3,820.2 m<sup>2</sup> (0.38 ha), and an approximate frontage of 27.76 m along Sixth Line. Refer to **Figure 1** for a location map illustrating the Subject Lands and the surrounding area.



Figure 1 - Location Map

Access is currently provided via an existing driveway to Sixth Line. The site is relatively flat, with tree and vegetative coverage around the perimeter of the site. The site contains an existing single detached dwelling.



## 2.2 Surrounding Area Context

**Figure 2** illustrates the surrounding area context of the Subject Lands. The following is a description of the existing physical context within which the application is proposed.



Figure 2 - Surrounding Context

- North** Immediately north of the site is landscaped area and trail associated with the White Oaks Secondary School located north and east of the Subject Lands. North of the landscaped area and trail access is the Oakville Gardens Variety store and associated parking. Further north is low rise residential (single detached) along Sixth Line. Northwest is low rise residential (single detached and semi-detached).
- East** Immediately east of the site is the landscaped open area associated with the White Oaks Secondary School with access from McCraney Street East. Low rise residential (single detached and semi-detached) are located to the east of the Subject Lands just south of the school lands.
- South** Immediately abutting the Subject Lands is a mid-rise residential building (7-storey apartment building) and associated parking fronting onto Sixth Line and low rise residential (single detached). The Oakville Golf Club is located south-west of the Subject Lands. Townhomes are located to the southeast fronting onto Redbank Crescent.
- West** Low rise residential (single detached and semi-detached) are located across Sixth Line to the west of the Subject Lands.



Apart from the 7-storey apartment to the immediate south of the site, the majority of built form is 1 and 2 storeys in height consisting of single-detached, semi-detached and townhouse dwellings.

The following images further illustrate the Subject Lands and the surrounding existing context.



*Image 1 - Looking directly at the Subject Lands across from Sixth Line*



*Image 2 - Looking directly across Sixth Line the Subject Lands*



*Image 3- Looking directly across Sixth Line from the Subject Lands with Castle Green Apartment adjacent*





*Image 4- Looking directly north of the Subject Lands, north of the walkway access to the White Oaks Secondary School lands, at the convenience store*



*Image 5- Looking directly at the Subject Lands from the north-west on the White Oaks Secondary School lands*





*Image 6- Looking directly at the Subject Lands from the north-east on the White Oaks Secondary School lands*



*Image 7- Looking directly at the Subject Lands from the east at the rear of the site on the White Oaks Secondary School lands*





*Image 8- Looking at the rear yards of the semi-detached dwellings on Redbank Crescent adjacent to the southeast corner of the Subject Lands*



*Image 9- Looking northeast at the White Oaks Secondary School*





*Image 10- Looking north at the convenience store north of the walkway access to the White Oaks Secondary School*



*Image 11- Looking northeast across Sixth Line at the Castle Green Apartment driveway access and the Subject Lands*





*Image 12- Looking south from the Subject Lands at the bus stop along the eastern side of Sixth Line*



*Image 13- View of the Subject Lands and driveway access looking east*





*Image 14- Looking at the two semi-detached dwelling units on Redbank Crescent to the southeast of the Subject Lands*



*Image 15- Looking at the two semi-detached dwelling units on Redbank Crescent and the Castle Green apartment building*

## 2.3 Area Development Context

As part of the preparation of the planning assessment, a search of the Town of Oakville’s development application database was undertaken to provide the context of the existing and proposed developments within the surrounding area (**Figure 3**). Applications numbered 2 and 3 below demonstrate how intensification has been proposed along Sixth Line.

**Table 1: Surrounding Development Applications**

#	Address	Application Type	Status	Description
<b>1</b>	1105 McCraney Street (Branthaven McCraney Inc.)	Site Plan	Under Review	Development proposal for a special care residence, a maximum height 9-storey building, reduced surface parking and change in elevations. The proposed development consists of a total of 219 residential units.
<b>2</b>	1020 – 1042 Sixth Line (Dunpar Homes)	ZBA & OPA	Under Review	Proposed medium density residential development comprised of 57 three-storey townhouse units organized in eight development blocks, with 152 shared parking spaces to be provided via a combination of integrated garage areas, private driveways and surface parking areas.
<b>3</b>	2163 & 2169 Sixth Line (Bara Group [River Oak] Inc.)	ZBA & OPA	Appealed	A 9-storey mixed use building with residential, medical office and retail uses. The total net floor area is 20,050 square metres resulting in an overall site density of 2.78 floor space index (FSI).

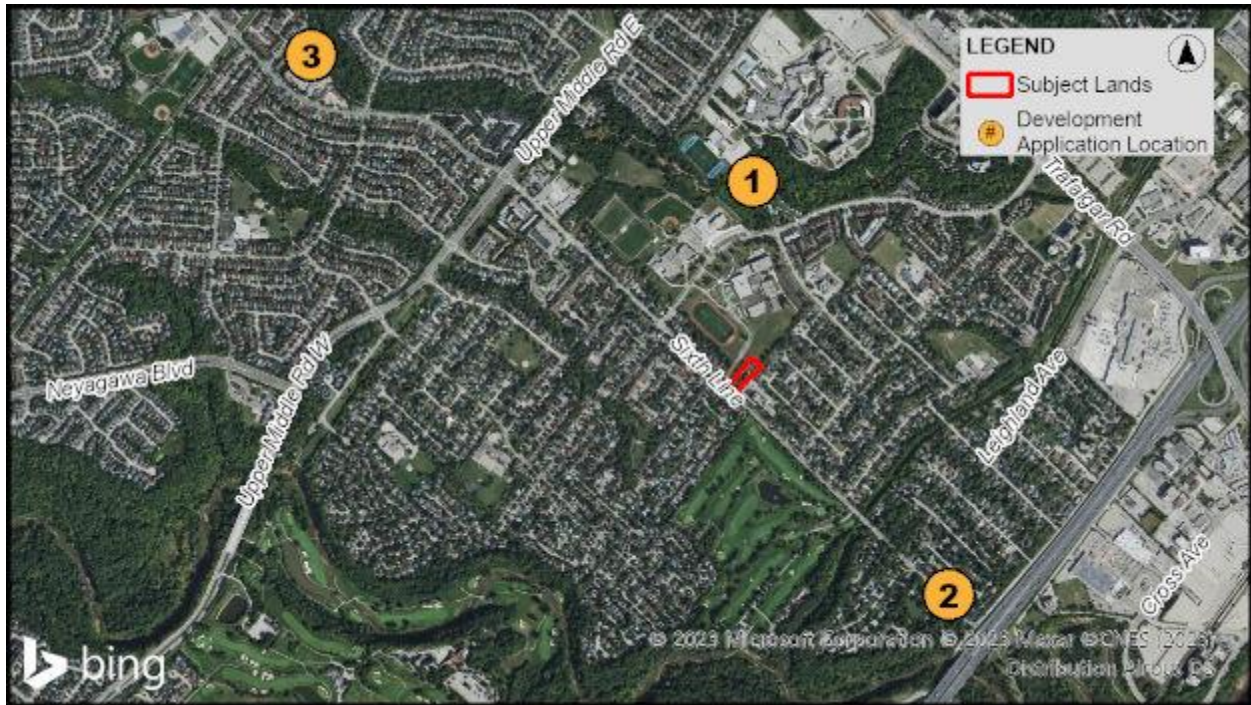


Figure 3 - Surrounding Development

## 2.4 Community Context

The Subject Lands are currently located in proximity to a number of community services, parks, and amenities, which are listed in **Table 2**.

**Table 2: Location of Surrounding Community Services and Facilities**

DESTINATION	DISTANCE (KM)	TRAVEL TIME (MINUTES)		
		Walking	Cycling	Car
<b>Existing</b>				
1. Oakville Gardens Variety	57 m	1	1	1
2. White Oaks Secondary School	600 m	8	2	2
3. White Oaks Secondary School – North Campus	650 m	7	3	2
4. Oakville Park	700 m	10	3	2
5. Gaetan-Gervais Secondary School	800 m	9	3	3
6. Sunningdale Park	900 m	13	2	2
7. Oxford Park	1.0 km	15	4	3
8. St Michael Catholic Elementary School	1.0 km	13	3	2
9. St Michael’s Roman Catholic Church	1.1 km	14	3	2
10. Ecole Elementaire du Chene	1.1 km	15	3	2



11. Oakville Golf Club	1.1 km	14	3	2
12. Ridgeview Park	1.1 km	15	3	3
13. White Oaks Pool	1.0 km	14	3	3
14. Monclair Public School	1.1 km	15	4	2
15. Sunningdale Public School	1.1 km	15	4	2
16. Oakville Jaguars Soccer Academy	1.2 km	16	4	4
17. McCraney Valley Park	1.4 km	20	5	3
18. St. John (Oakville) Elementary Office Site	1.6 km	22	5	4
19. Leighland Avenue Park	1.9 km	24	5	3
20. Oakville Town Hall	2.0 km	25	6	5

## 2.5 Transportation Context

Transportation and access are important considerations for the planning and development of new residential development. A high-level analysis of the transportation context is provided in the Transportation Impact Study Brief prepared by LEA Consulting. The Subject Lands are located on the east side of Sixth Line. The Subject lands have an existing driveway access from Sixth Line.

The Region of Halton Official Plan identifies Sixth Line as a Minor Arterial Road on Map 3 – Functional Plan of Major Transportation Facilities (**Figure 4**). In the Livable Oakville Plan, Sixth Line is identified as a Minor Arterial Road on Schedule C – Transportation Plan (**Figure 5**). The following is the functional classification of roads from the Livable Oakville Plan for Minor Arterial Roads.

Facility Type	Function	Criteria
Minor Arterials/Transit Corridors	<ul style="list-style-type: none"> <li>Accommodate intermediate volumes of inter-community and inter-neighbourhood traffic</li> <li>Distribute traffic to or from all other classes of roads, except Provincial Highways</li> <li>May act as local transit corridors</li> <li>2 or 4 lanes</li> <li>20,000 or 40,000 vehicles per day<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Direct access from abutting residential properties will generally be discouraged in the <i>development</i> of new communities and districts unless suitable provisions are incorporated into subdivision plans</li> <li><i>Transit-supportive</i> land uses to be encouraged along right-of-way</li> <li>26 metres</li> </ul>

<sup>2</sup>: This is the typical maximum volume



Figure 4- ROPA 49 (Map 3 - Functional Plan of Major Transportation Facilities)

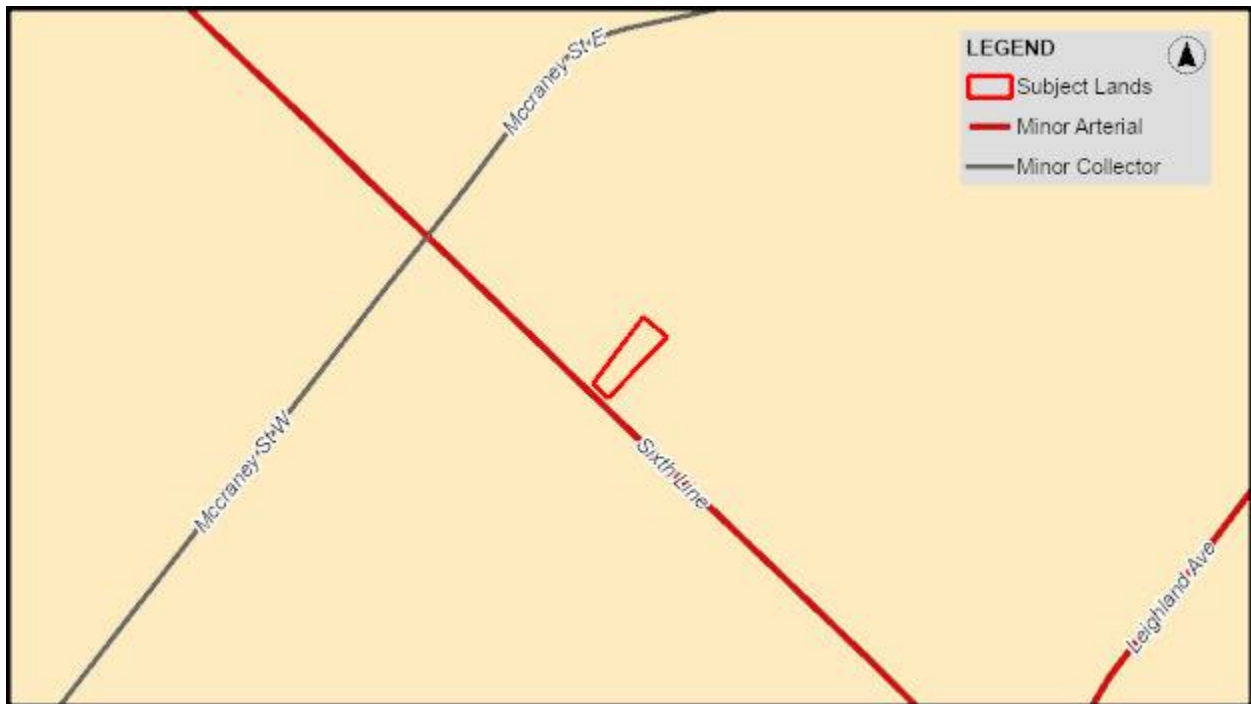


Figure 5- Livable Oakville Plan (Schedule C - Transportation Plan)

Transit

The Subject Lands are currently served by Oakville Transit, Route 13, 71 and 19. One bus stop is located on the east side of Sixth Line, adjacent to the Subject Lands. A second bus stop is located on the corner of Culham Street and Sixth Line – approximately 300 metres north of the Subject Lands. The current Route 13 provides access to Oakville GO all the way to Bronte GO. Route 19 operates in the east-west direction. Route 19 operates between Oakville GO and Bronte GO. Oakville Transit Route 19 is accessible in the study area at the northeast corner of the intersection of Sixth Line and McCraney Street West, approximately 300 m north of the subject site (**Figure 6**). School special routes operate based on current known start and finish times of the school and do not operate on statutory holidays, school holidays, March Break or during the summer months. Route 71 White Oaks S.S. (West) transit stop is located adjacent to the Subject Lands and provides access from McCraney and Montclair to Uptown Core (**Figure 7**).

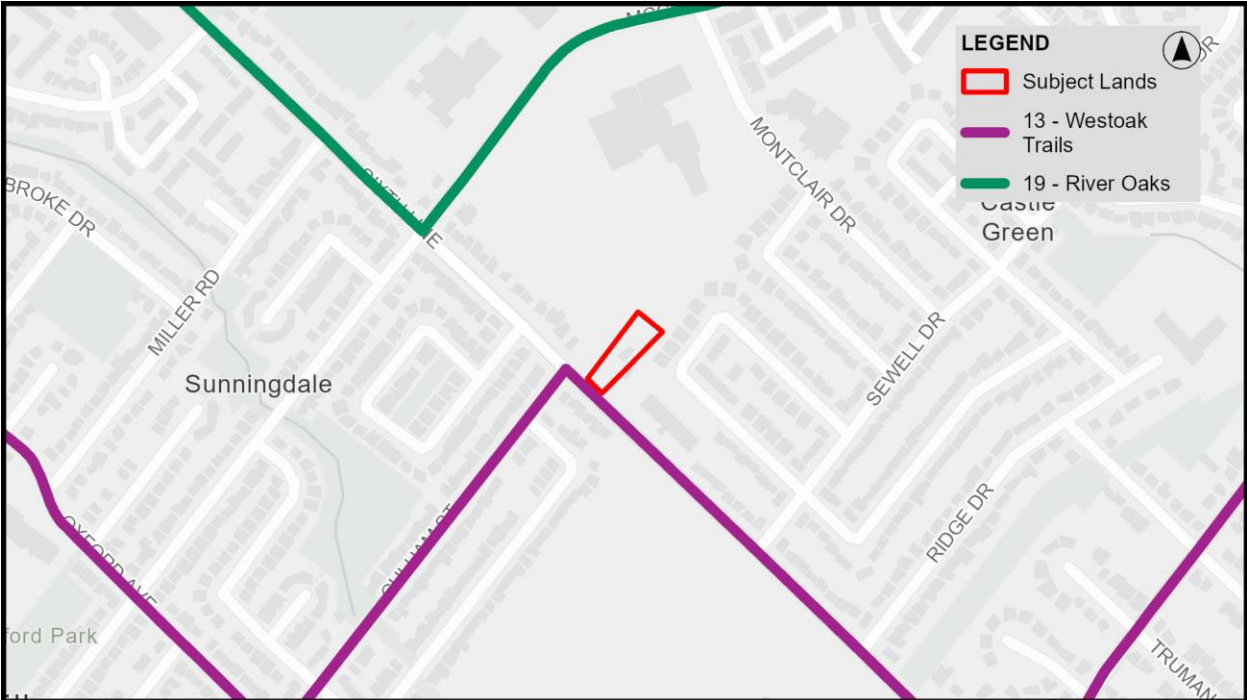


Figure 6- Regularly Scheduled Routes (Oakville Transit)

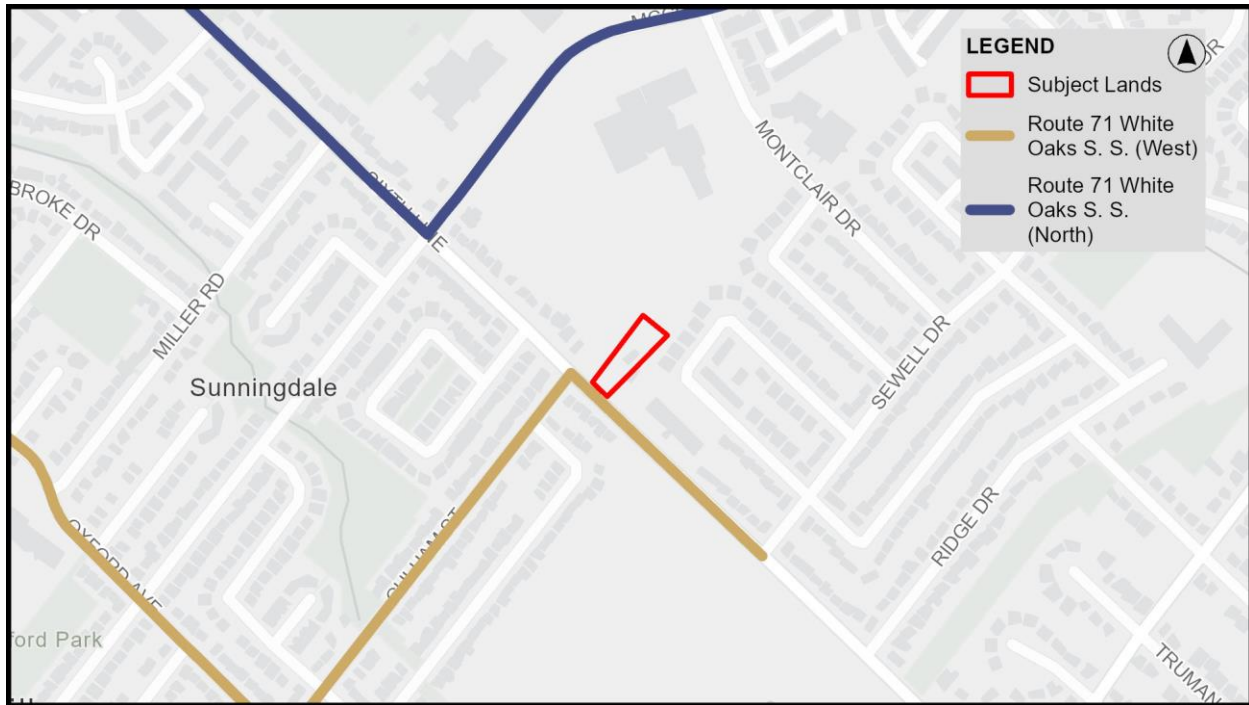


Figure 7- School Routes (Oakville Transit)

Active Transportation and Cycling

According to the Livable Oakville Plan, Schedule D – Active Transportation Plan (**Figure 8**), Sixth Line is identified as having an existing bike lane. Cycling facilities located nearby the Subject Lands consist of bicycle lanes along Sixth Line and McCraney Street East, and a signed bike route along McCraney Street West. These bicycle planes provide north-south and east-west connectivity to and from the Subject Lands.



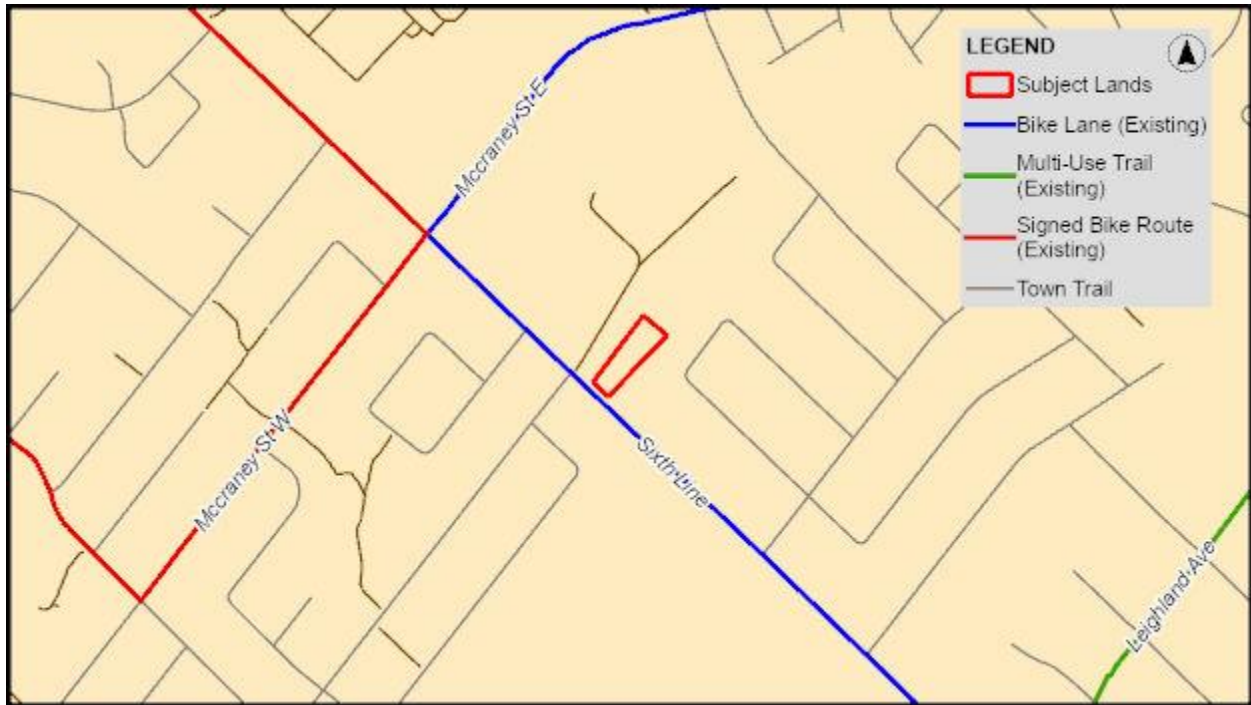


Figure 8- Livable Oakville Plan (Schedule D - Active Transportation Plan)

## 2.6 Housing Context

There is a need for increased housing supply to meet housing needs as identified in the Region of Halton’s *State of Housing Report* and as reflected in the Town’s recent Housing Pledge.

### *State of Housing Report (2022)*

The Region of Halton issues a State of Housing Report annually which identifies the current housing needs in the Region. In the 2022 State of Housing Report, 49.1 per cent (1,038 units) of housing completions in Oakville were higher density units (townhouse and apartments). In 2022, total housing completions in Oakville declined to 1,038 units, a decrease of 43.1 per cent. Between 2018 and 2022, Oakville accounted for 47.6 per cent of Halton’s total housing completions (7,920 total units). The State of Housing Report identifies the need for continued new supply to meet Oakville’s housing needs and the provision of housing types and built form (apartments) that are more attainable and more accessible for new homebuyers.

### *Housing Pledge*

At the March 20, 2023 Special Council meeting, the Town of Oakville Council unanimously approved the Housing Pledge the Province assigned to Oakville in October 2022. The pledge outlines how Council can facilitate the approvals of 33,000 new



housing units to be achieved by 2031/2032. At the Council Meeting, Council directed staff to send Oakville's Housing Pledge report to Halton Region's Clerk requesting Halton Region's continued support to deliver the necessary infrastructure and advance Oakville's required housing units.





Figure 10- East Elevation



Figure 11- West Elevation





Figure 12- North Elevation



Figure 13- South Elevation



Figure 14- Coloured Rendering

## Land Uses

The proposal is for a residential apartment building. Residential units are located on all 6 floors with a total of 70 units consisting of 60% one bedroom units, 34.3% two bedroom units, and 5.7% three bedroom units as demonstrated in **Table 3**. A summary of the site statistics for the proposed residential development is provided in **Table 4**.

**Table 3: Proposed Unit Breakdown**

DESCRIPTION	UNITS	%
Residential – 1 Bedroom	42	60%
Residential – 2 Bedroom	24	34.3%
Residential – 3 Bedroom	4	5.7%
<b>TOTAL</b>	<b>70</b>	<b>100%</b>

## Site Design and Site Statistics

The proposed 6 storey apartment building development has been strategically sited on the Subject Lands to ensure that the majority of the built form and massing is located in close proximity to Sixth Line to provide an appropriate separation from the building to the existing semi-detached houses to the southeast fronting Redbank Crescent. Due to the unique narrow shape of the Subject Lands, the proposal has been designed to be massed in an east-west direction in order to maximize building area while also ensuring an appropriate design with transition through adequate setbacks and stepbacks to the surrounding lots. The proposed building has a total footprint of 1,147.2 square metres. Perimeter landscaping is proposed and landscaping will cover approximately 28% of the site.

The proposed setbacks and height are demonstrated in **Figures 15 and 16** in the context of the surrounding area. A significant setback of 27 metres has been incorporated at the rear of the property to the 1 storey vestibule on the eastern façade and a larger 37 metre setback has been incorporated from the rear lot line to the residential portion of the building. The significant rear yard setback will ensure that the majority of the built form is appropriately sited to ensure no shadow impacts to the 1/1.5 storey semi-detached houses to the southeast fronting Redbank Crescent.

In terms of stepbacks, the residential portion of the building is stepped back from the vestibule 6.8 metres above the first storey to the east. The eastern façade is also further stepped back from the enclosed stairway 3.2 metres. In addition to the large setbacks provided, the stepbacks incorporated into the design provide an appropriate transition to the adjacent low density residential to the southeast.

The proposal has also been designed to incorporate setbacks and stepbacks to the western façade fronting Sixth Line, where low density residential fronts the west side of the street. A 6 metre setback is incorporate from the front lot line to the first and second storey. The third to fifth storeys are stepped back an additional 6.4 metres and the sixth storey is stepped back an additional 6.4 metres. The setbacks and stepbacks to the front lot line provide an appropriate transition in height to the low density residential on the west side of Sixth Line.

In terms of the architectural character and materials, the proposal aims to establish a high-quality built form by employing a diverse range of materials. The proposal seeks to incorporate a combination of cut stone veneer for the first two storeys and brick veneer for the third to fifth storeys. The sixth storey is proposed to be glass with tint glazing in bronze and aluminum frames. The mix of materials proposed is in accordance with the Town of Oakville’s Urban Design Guidelines and is compatible with the surrounding neighbourhood.

**Table 4: Summary of Proposed Development Statistics**

CHARACTERISTIC	DESCRIPTION
Total Site Area	3,820.2 m <sup>2</sup> (0.38 ha)
Building Footprint	1,174.2 m <sup>2</sup>
Landscape Area	+/- 28%
Total Floor Area (GFA)	6,160.4 m <sup>2</sup>
No. of units	70 units
Building Height	6 storeys
Parking	80 spaces
Bicycle Parking	70 spaces (52 + 18 visitor)
Units/Hectare – Proposed	184.2 units/ha
Floor Space Index	1.61
Total Unit Area	4,605.7 m <sup>2</sup>





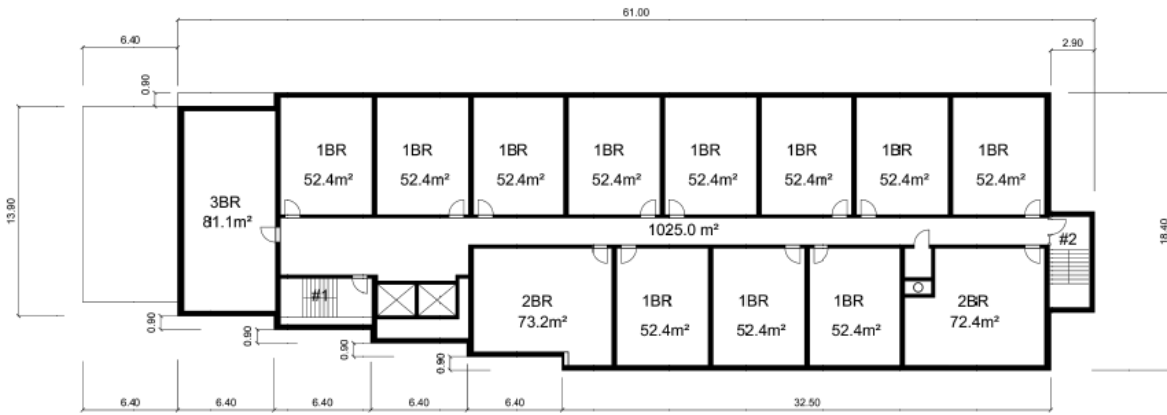
Figure 15-Area Setbacks



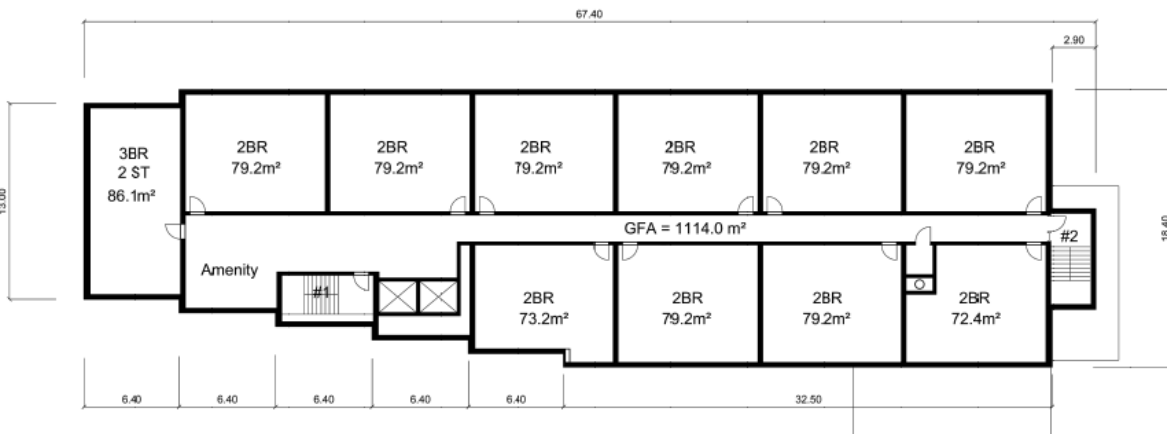
Figure 16- Surrounding Heights



Figure 17- Ground Floor and Basement Level 1 Plans



THIRD, FOURTH & FIFTH FLOOR PLAN



SECOND FLOOR PLAN

Figure 18- Second Floor & Third to Fifth Floor Plans



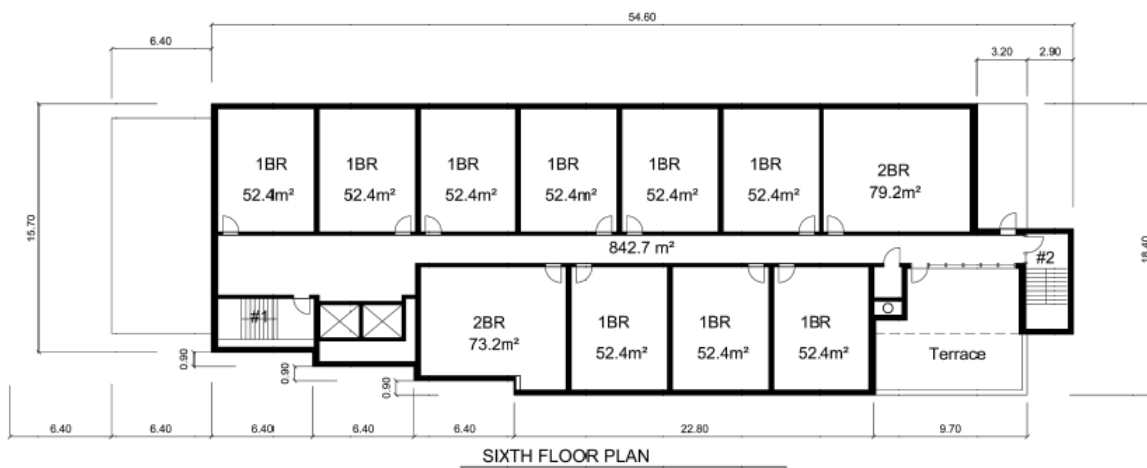
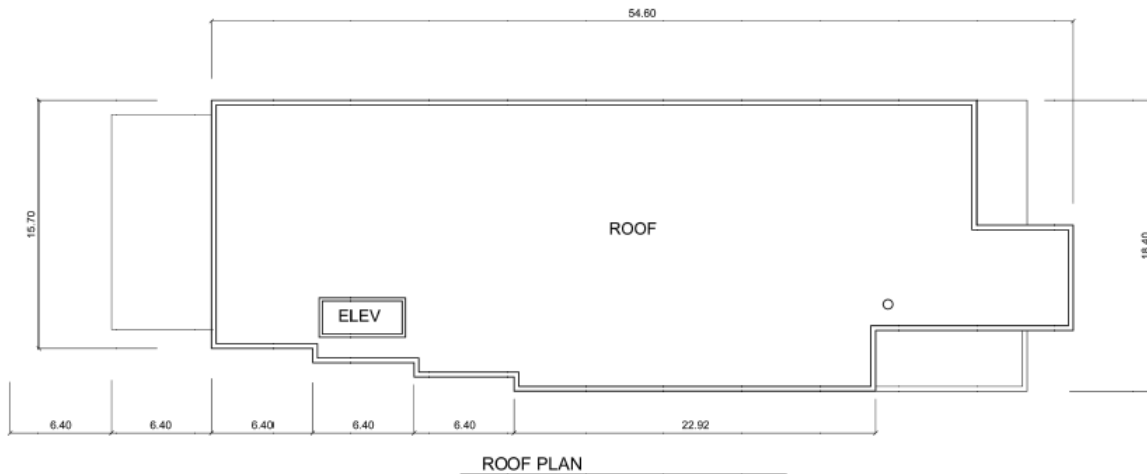


Figure 19- Sixth Floor and Roof

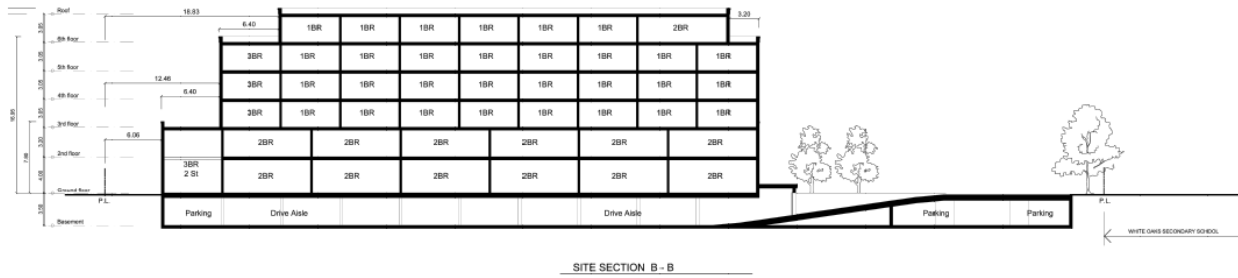
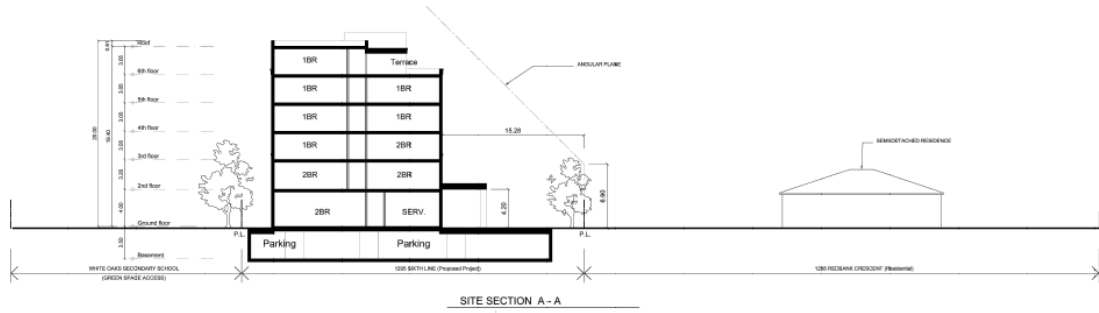


Figure 20- Site Sections

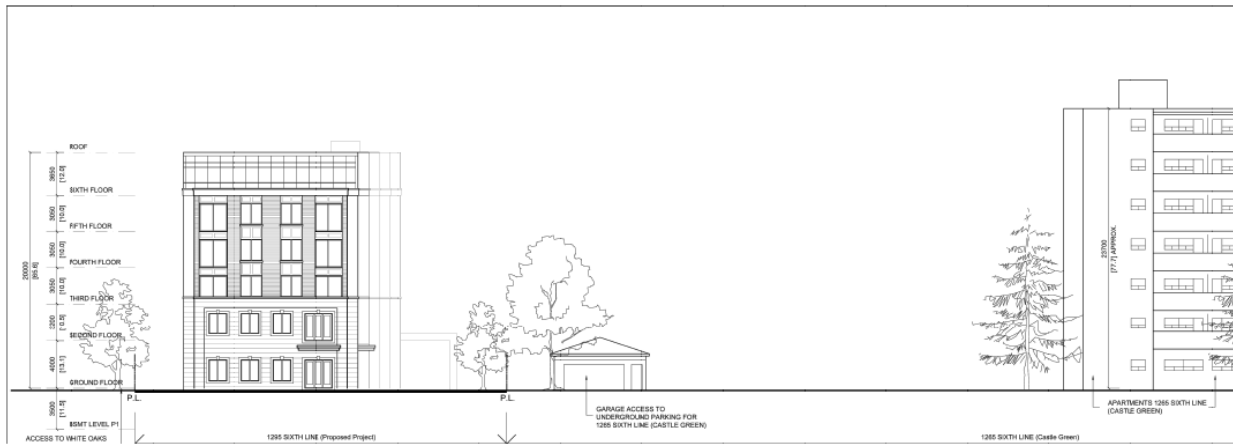


Figure 21- Streetscape

### Vehicular Parking, Circulation and Maintenance

A total of 80 vehicle parking spaces are provided. 6 parking spaces are proposed at-grade and 74 parking spaces are proposed in the 1 level underground parking. Of the total parking provided, 2 accessible parking spaces are proposed – one at-grade and one underground.

The proposal supports active transportation and transit use in the area by providing the opportunity for 52 bicycle parking spaces for future residents and 18 visitor biking spaces for a total of 70 bicycle parking spaces.

The proposed development has been designed with one vehicular access point from Sixth Line that provides access to the loading and garbage collection at the southeast corner of the building as well as the underground parking and surface parking located at the rear of the building which also acts as a turnaround. As identified in the TIS, prepared by LEA Consulting, several transportation demand management measures are proposed to reduce single-occupancy vehicle trips generated by the proposed development. This includes parking, cycling, transit, and pedestrian-based strategies.

### *Servicing*

The proposed municipal servicing strategy for the proposed development satisfies the Town's and Region's servicing criteria as is set out in the Functional Servicing Study and Stormwater Management Plan prepared by EXP.

The site is currently serviced through an existing water service connection to the existing 300 mm diameter at the southwest of the site. The water servicing design proposed the following watermain configuration:

- A new private fire service connection to the existing 300 mm diameter watermain on Sixth Line; and,
- A new private domestic service connection to the existing 300 mm diameter watermain on Sixth Line.

The sanitary servicing design proposes the following sanitary configuration:

- One (1) new private sanitary service to the existing 300 mm diameter sanitary sewer on Sixth Line

Storm servicing can be provided with a new storm service connection to existing 525 mm diameter storm sewer on Sixth Line.



## 3.2 Supporting Studies

In order to ensure the proposed development fully addresses all policy and technical requirements of the Town and Region, a number of required supporting studies have been completed. Each of these studies are summarized in this section of the Report. Many of these studies also identify how the proposed development and applications advance Provincial and local policies.

### 3.2.1 Urban Design Brief

The Urban Design Brief (UDB) prepared by MHBC provides a comprehensive urban design assessment and rationale for the proposed development and Official Plan Amendment, in the context of the existing physical location as well as the current policy and regulatory framework and design guidance. The Brief illustrates the proposal's conformity to the Town of Oakville Official Plan and Urban Design Guidelines. The proposed development presents a well-suited opportunity for intensification by extending the existing High Density Residential designation to the south. The proposed development aligns with the Town's urban design standards, contributing to the community's housing needs while fostering a distinct sense of place. The envisioned development aligns harmoniously with both Provincial and municipal policies and regulations, marking it as an appropriate advancement for the Subject Lands.

### 3.2.2 Functional Servicing Report

A Functional Servicing Report (FSR) was prepared by EXP. The purpose of this report is to give an overview of the proposed servicing strategy for the site including outlining the required demands on the municipal system while addressing any corresponding capacity concerns. The FSR demonstrates that the proposed development can be adequately serviced with the following results summarized:

- Water servicing can be provided with new fire and domestic water service connections to the existing 300 mm diameter watermain located on Sixth Line.
- Adequate fire protection can be provided based on the proposed building design where a hydrant flow test is recommended once weather permits.
- Sanitary servicing can be provided with a new sanitary service connection to the existing 300 mm diameter sanitary sewer on Sixth Line.
- Sanitary capacity is available within the existing municipal sanitary system based on the findings from the downstream sanitary capacity analysis completed by EXP.
- Storm servicing can be provided with a new storm service connection to existing 525 mm diameter storm sewer on Sixth Line

- Stormwater management requirements can be met with the proposed SWM control measures outlined in the SWM report prepared by EXP.
- Groundwater can be adequately managed in accordance to Town of Oakville standards where a hydrogeological investigation is recommended as part of the detailed process.

### 3.2.3 Stormwater Management Implementation Report

A Stormwater Management Implementation Report (SWM) was prepared by EXP. The purpose of this report is to give an overview of the proposed SWM strategy while demonstrating how the Town of Oakville drainage criteria has been met. The SWM report demonstrates that the proposed SWM strategy can meet the requirements of the proposed development and the Town of Oakville and Halton Region drainage criteria where the results can be summarized as follows:

- Based on the Town of Oakville's current SWM criteria, a pre-development runoff coefficient of  $C=060$  will result in a maximum allowable release rate of approximately 75.9 L/s for the site under the 5-year storm event.
- Based on the proposed grading and servicing design for the site, all post development runoff up to and including the 100-year storm event will be captured and controlled within a proposed underground SWM cistern before releasing flows to the existing 525 mm diameter storm sewer on Sixth Line.
- The required SWM quality controls can be met with a minimum SWM cistern storage volume of 60.5 m<sup>3</sup> designed to attenuate all storm event up to and including the 100-year storm to allowable release rates
- The required SWM quality controls can be met with a proposed oil and frit filtration system positioned within the proposed SWM cistern.
- Groundwater can be adequately managed in accordance to Town of Oakville standards where a hydrogeological investigation is recommended as part of the detailed process.
- Emergency overland flow can be safely conveyed through the site to Sixth Line based on the proposed preliminary grading for the site.

### 3.2.4 Transportation Impact Study Brief

A Transportation Impact Study Brief (TIS) has been prepared by LEA Consulting Ltd. in support of the proposed application and development. The following conclusions are made based on the findings of the TIS Brief:

- The Subject Lands are located in an area serviced by Oakville Transit. The Subject Lands are within walking distance to several routes providing connections to the Bronte GO and Appleby GO.

- Cycling facilities are provided within the study area to provide north-south and east-west connections throughout Oakville.
- The Subject Lands are located in a walkable neighbourhood, within continuous sidewalks provided on streets within the study area. Some amenities are provided within walking distance, but most errands will require a car.
- The Subject Lands are expected to generate up to 25 two-way vehicle trips during the weekday AM and PM peak hours. Given the minimal trips generated by the development, detailed capacity analysis is not necessary, and the proposed development is not anticipated to have a significant impact on the surrounding network.
- The proposed bicycle parking supply satisfies the minimum requirements from the Town's Zoning By-Law.
- The proposed parking supply includes 80 vehicles spaces for residents and visitors which, although its deficient, is expected to met the needs of the development.
- Several transportation demand management measures are proposed to reduce single-occupancy vehicle trips generated by the proposed development. This includes parking, cycling, transit, and pedestrian-based strategies.

### 3.2.5 Environmental Site Assessment (Phase 1)

A Phase One Environmental Assessment (ESA) was prepared by EXP. The purpose of this report is to identify any environmental concerns associated with the site. Based on the results and findings of the Phase One ESA, a Phase Two ESA is required before a Record of Site Condition may be submitted to investigate two area of potential environmental concerns (APEC) identified on the property.

### 3.2.6 Waste Management Plan

A Waste Management Plan has been prepared by Rick Brown and Associates (RBA). A type 'G' loading space will provide a minimum 4 metres x 13 metres area with minimum 6.1 metres vertical clearance, minimum base of 300 mm of compact 20 mm crusher run-limestone and finished to a minimum 200 mm depth of concrete with floor grade +/- 2% in loading space and staging area.

Warning flashing beacon system and caution signage will be provided to caution motorists leaving the parking are of heavy vehicle activities in the area. A trained on-site staff member will be available to maneuver bins for Regional pick-up and also to assist as a flagman when the garbage truck is reversing.

All of the access driveways to be used by the Regional waste collection vehicles have grades less than 8% and have a minimum vertical clearance of 4.4 metres, a



minimum width of 4.5 metres and be 6 metres wide at the point of ingress and egress.

Structure under collection vehicles safely supports fully loading vehicles (35,000 kg) and conforms to the following:

- Design Code: Ontario Building Code
- Design Load: City Bulk lift vehicle in addition to building code requirements
- Impact Factor: 5% for maximum vehicular speeds to 15 km/h and 30% for higher speeds

The waste collection for 70 units proposed the following:

- Refuse room: 35.5 m<sup>2</sup>
- Garbage Storage (compact bin size 3yd<sup>3</sup>): 1 bin provided
- Recycling Storage (Blue Cart 360L): 10 carts provided
- Organic Storage (Green Cart 360L): 3 carts provided
- Bulk Waste: 11.0 m<sup>2</sup>

### 3.2.7 Shadow Impact Analysis

The Shadow Study has been prepared by Paul Hastings Architect. The Shadow Study illustrates minimal effects on the existing residential area to the southeast. A substantial rear yard setback of 27 metres to the 1-storey vestibule on the eastern façade and an even larger 37-meter setback to the residential portion at the rear lot line ensures no shadow impacts on the semi-detached houses to the southeast along Redbank Crescent.

## 4.0 Proposed Amendment

### 4.1 Proposed Official Plan Amendment

The proposed Official Plan Amendment (“OPA”) seeks to redesignate the Subject Lands from Low Density Residential to High Density Residential.

A draft OPA has been prepared to facilitate this development proposal, and is included in **Appendix D**.

## 5.0 Planning Policy Analysis

### 5.1 Current Policy Framework

The current policy framework includes Provincial and Regional plans as well as the current and evolving plans at the Town. The relevant planning policies are analyzed below to demonstrate how the proposed development and OPA address the goals, objectives and policies within the applicable policy and regulatory framework. The proposed application and development is evaluated against policies within the Planning Act, Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, and the Halton Region and the Town of Oakville Official Plans.

The following sections summarize the relevant policies and how they are addressed through the proposed application and development. A detailed analysis of the policy and regulatory framework can be found in **Appendix C**.

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

The Ontario Planning Act, R.S.O. 1990 (the "*Planning Act*"), consolidated April 6, 2023, is the primary legislation governing land use planning in the Province of Ontario. The *Planning Act* provides the basis for consideration of Provincial interests in managing land and natural resources, preparing official plans and planning policies, establishing planning processes, regulating land uses through zoning by-laws and other measures, ensuring public notice and appeal rights, and other matters of Provincial interest. Several other Provincial Policies are created from the authority of the *Planning Act*, including the Provincial Policy Statement.

**Section 2** of the Planning Act sets out the matters of provincial interest which the Minister, the council of a municipality, a local board, a planning board, and the Tribunal shall have regards to when carrying out their responsibilities under the Act. The following matters of provincial interest are of relevance and applicable to the analysis of the application and development proposal:

- *The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- *The orderly development of safe and healthy communities;*
- *The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- *The protection of the financial and economic well-being of the Province and its municipalities;*
- *The protection of public health and safety;*

- *The appropriate location of growth and development;*
- *The supply, efficient use and conservation of energy and water;*
- *The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- *The promotion of built form that,*
  - 1) *is well designed;*
  - 2) *encourages a sense of place;*
  - 3) *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and,*
- *The mitigation of greenhouse gas emissions and adaptation to a changing climate.*

### **Planning Act Summary**

A full analysis of the relevant Planning Act policies in relation to the proposed application and development can be found in **Appendix C**. In summary:

1. The proposed OPA and development has regard to the applicable matters of Provincial Interest.
2. The proposed OPA seeks to implement Provincial policy by providing for an appropriate level of intensification on an underutilized site, in an appropriate location within the Town.
3. The proposed developed provides an opportunity for residential infill within the Town of Oakville and Region of Halton, addressing the much needed housing demand.
4. The proposal embodies a high quality design with careful consideration given to the site's locational context. The proposal provides for a compatible use and built form that will be well integrated into the community through thoughtful building siting, massing and architectural design.
5. The proposed development has been designed in a manner that incorporates quality materials, sustainable practices with adequate landscape buffers and plantings, while ensuring accessibility for all and promote active forms of transportation.



6. The proposal embodies a well designed development. The proposal provides a compatible use and built form that is well integrated into the community and encourages a sense of place.

**The proposed development and OPA have regard for matters of Provincial interest under the Planning Act.**

### 5.3 Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the “PPS”), issued under Section 3 of the *Planning Act*, came into effect on May 1, 2020. The PPS establishes the policy foundation for regulating the development and use of land in Ontario and provides policy direction on matters of provincial interest related to land use planning and development. It provides a vision for land use planning in Ontario that encourages an efficient use of land, resources and public investment in infrastructure.

The PPS strongly encourages development that will provide long-term prosperity, environmental health and social well-being. These directives depend on the efficient use of land and development patterns that support strong, livable and healthy communities that protect the environment and public health and facilitate economic growth. Land use planning decisions, including those made on applications for Official Plan Amendments must be consistent with the PPS. In assessing the development proposal and the proposed amendment, this PJR, further identifies how the proposal advances and implements the policies of the PPS beyond the current Town of Oakville’s Official Plan policies.

Building strong healthy communities is one of the key policy directives of the PPS as found in **Section 1.0**. It helps to inform the management and promotion of efficient development and land use patterns for accommodating an appropriate mix of residential, employment, institutional, recreation, park and open space uses and improving accessibility by removing land use barriers in order to create livable communities. The policies support the promotion of healthy, livable and safe communities through such matters as, intensification, land use compatibility, provision of housing, and the efficient use of public services and infrastructure.

**Section 1.0** of the PPS on Building Strong Healthy Communities provides direction for the management and promotion of efficient development and land use patterns for accommodating an appropriate mix of residential, employment, institutional, recreation, park and open space uses and improving accessibility by removing land use barriers in order to create livable communities.

**Section 1.1** on Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns includes policies that support the promotion of healthy, livable and safe communities through such matters as, intensification, land use compatibility, provision of housing, and the efficient use of public services and infrastructure.

**Section 1.4** on Housing supports providing for an appropriate range and mix of housing types and sizes and densities that are compatible and required to meet projected requirements of current and future residents.

**Section 1.5** on Public Spaces, Recreation, Parks, Trails and Open Space promotes healthy, active communities by providing a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities parkland, public spaces, open space areas, trails and linkages. Furthermore, by providing safe public streets, spaces and facilities that meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

**Section 1.6** on Infrastructure and Public Service Facilities, deals with the efficient use of existing water, storm water, sanitary sewer, and transportation infrastructure. New developments are encouraged to utilize and support existing municipal infrastructure and support and enhance existing and planned transportation networks and corridors.

**Section 1.7** on Long Term Economic Prosperity focuses on how to achieve and support long term economic prosperity. The policies recognize that promoting development on underutilized lands can optimize the use of land, resources and infrastructure.

**Section 1.8** on Energy Conservation, Air Quality and Climate Change provides policy directions to support energy conservation through appropriate land use and development patterns.

### **Provincial Policy Statement Summary**

A full analysis of the relevant Provincial Policy Statement policies in relation to the proposed development can be found in **Appendix C**. In summary:

1. The proposed OPA will allow for the efficient development of underutilized land within the Town of Oakville.
2. The proposed OPA will allow the development of 70 residential units to be added to the Town's housing stock and assist the Town in providing a mixture of bedroom types and sizes to accommodate a range of household needs.

3. The proposed OPA will allow for compact built-form that optimizes existing infrastructure use and maximizes the efficient use and development of land while ensuring a compatible development with appropriate transition to the surrounding lands.
4. The proposed development permitted by the OPA does not cause undue environmental or public health and safety concerns, and further contributes to a healthy walkable community that is compatible with the existing area.
5. The proposed development permitted by the OPA will comply with all applicable Provincial legislation, including the Ontario Building Code and Accessibility for Ontarians with Disabilities Act (AODA).

**The proposed OPA is consistent with the PPS.**

## 5.4 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe was approved by the Province of Ontario on June 16, 2006 and amended on July 1, 2017 and May 16, 2019 (“Growth Plan”). The Growth Plan sets out policies to manage growth in the Greater Golden Horseshoe to achieve compact, complete communities in the future.

**Section 2.2.1**, Managing Growth, provides policy direction that addresses the management of growth to accommodate a greater number of people and jobs in order to build complete, compact and transit-oriented communities through the better use of land and infrastructure. Policies within the Growth Plan direct the vast majority of growth within settlement areas, specifically to strategic growth areas with existing or planned priority or higher order transit and with existing or planned public service facilities. Policies within the Growth Plan also require development to support and achieve complete communities with compact built form, vibrant public realm, and a diverse mix of land uses and housing options with convenient access to active transportation options.

**Section 2.2.3**, Delineated Built-up Areas, identifies that all municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas. Intensification is generally encouraged throughout the delineated built-up area.

**Section 2.2.6**, Housing, requires that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

**Section 3.2.6** includes policies on Water and Wastewater Systems stating that municipal water and wastewater systems will serve growth in a manner that supports achievement of the minimum intensification and density targets.

### **Growth Plan Summary**

A full analysis of the relevant Growth Plan policies in relation to the proposed development can be found in **Appendix C**. In summary:

1. The proposed OPA will provide for an appropriate built-form to contribute to creating a complete community. The proposed compact built form at the proposed height, consisting of residential uses, is an optimized use of land within its locational context.
2. The proposed OPA will support an appropriate level of intensification within the built up area at an appropriate height and density based on the context of the site.
3. The proposed OPA will allow for additional housing options including supporting growth in close proximity to existing services, helping to achieve a complete community.

**The development proposal and corresponding OPA will provide conformity with and implement the applicable policies of the Growth Plan.**

## 5.5 Halton Regional Official Plan (ROPA 49)

The Region of Halton Regional Official Plan (ROP) serves as Halton's guiding document for land use planning and is intended to manage growth across the Region's four municipalities. It contains the goals, objectives, and policies that manage growth and direct physical change and its effects on the social, economic, and natural environment of Halton Region. Regional Official Plan Amendment 49 (ROPA 49) was adopted by Regional Council on June 15, 2022 as part of the Municipal Comprehensive Review. ROPA 49 was approved by the Ministry of Municipal Affairs and Housing with modifications on November 4, 2022.

On December 6, 2023 Bill 150, *Planning Statute Law Amendment Act, 2023* received Royal Assent. This legislation results in specific decisions issued under the Planning Act by the Minister of Municipal Affairs and Housing being deemed to have never been made,



including the Minister's November 4, 2022 decision to approve ROPA 49, with modifications. As a result, ROPA 49 as adopted by Regional Council on June 15, 2022 is in effect as of November 4, 2022. Bill 150 also implements three modifications related to corridor protection policies and mapping (Modifications #18, #19 and #39 in the Minister decision on ROPA 49), which are also in effect as of November 4, 2022.

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

The Regional Structure is accompanied by a growth strategy for Halton based on population and employment forecasts for the planning horizon of 2051. Overall, the Region is expected to reach a population of 929,400 by 2041 and a population of 1,098,070 by 2051. Of the Regional total, it is intended that the Town of Oakville will reach a population of 313,460 by 2041 and a population of 349,990 by 2051 (Halton ROP, Table 1). In order to achieve provincial directions and accommodate the forecasted growth, it is expected that a minimum of 19,400 new housing units are to be added to the Built-Up Area of Oakville (Halton ROP, Table 2). The Subject Lands are within the Built-Up Area of the Town.

The Subject Lands are designated as *Urban Area* in the Halton Region Official Map 1 – Regional Structure (**Figure 22**).



Figure 22- ROPA 49 (Map 1 - Regional Structure)

**Section 72** of the ROP sets out a number of objectives for the Urban Area and the Regional Structure. The goal of the Urban Area and Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability and economic prosperity. **Section 72.1** identifies the objectives of the Urban Area, such as *(9) to facilitate and promote intensification and increased densities.*

**Section 84**, Housing, contains policies that state the goal for housing to supply an adequate mix and variety of housing to satisfy differing physical, social and economic needs. Policies also address the need to make more efficient use of existing development lands to increase the supply of housing while maintaining the physical character of the existing neighbourhoods.

**Section 172**, Transportation, provides policies to ensure development is designed to support active transportation and public transit while promoting land use patterns and densities that can be easily served by public transit and active transportation.

**Part IV**, Healthy Communities, provides policies on healthy communities with a goal to achieve high-quality environment for future generations that will sustain life, maintain health and improve the quality of living (**Policy 140**). All development proponents will have regard for Healthy Communities Guidelines in considering and providing physical design features that promote safety and security (**Policy 156(1)**).

#### **Regional Official Plan Amendment 49 Summary:**

A full analysis of the relevant Regional Official Plan Amendment 49 policies in relation to the proposed residential development can be found in **Appendix C**, in summary:

1. The proposed development contributes to the Region's growth targets and contributes to the provision of new housing stock in the form of apartment units within the built up area of the Town through intensification. This form of development conforms to the policy direction of the Regional Official Plan related to housing supply.
2. The proposal will provide an urban form that will optimize the use of the land through a 6-storey built form. The proposal will provide a range of unit sizes to diversify housing options for residents.
3. The proposed development is located adjacent to a bus stop along Sixth Line which access routes 13 and 71, which will encourage residents to take advantage of the existing public transit.

**The proposed OPA is in conformity with the policies of Regional Official Plan Amendment 49.**

## 5.6 Livable Oakville Plan

The Livable Oakville Plan (2009 Town of Oakville Official Plan) (“LOP”) currently applies to all lands within the Town except North Oakville East and West Secondary Plan Areas. It sets out Council’s direction on the Town’s urban structure and how lands should be used and growth should be managed over the long term.

A town-wide Official Plan Review is ongoing. Its primary purpose is to update the Town’s official plan documents to be consistent or in conformity with the latest Provincial legislation and policies, as well as the Region of Halton’s recent ROPA 49.

The current urban structure of the LOP identifies the Subject Lands as being ‘Residential Area’ on Schedule A1 – Urban Structure (**Figure 23**). The Subject Lands are within the built boundary and are designated ‘**Low Density Residential**’ on Schedule I – Central Land Use (**Figure 24**). The Low Density Residential land use designation permits a range of low density housing types including detached dwellings, semi-detached dwellings and duplexes (Policy 11.2.1). A density of up to 29 dwelling units per site hectare may be permitted in areas designated Residential Low Density (Policy 11.2.2).

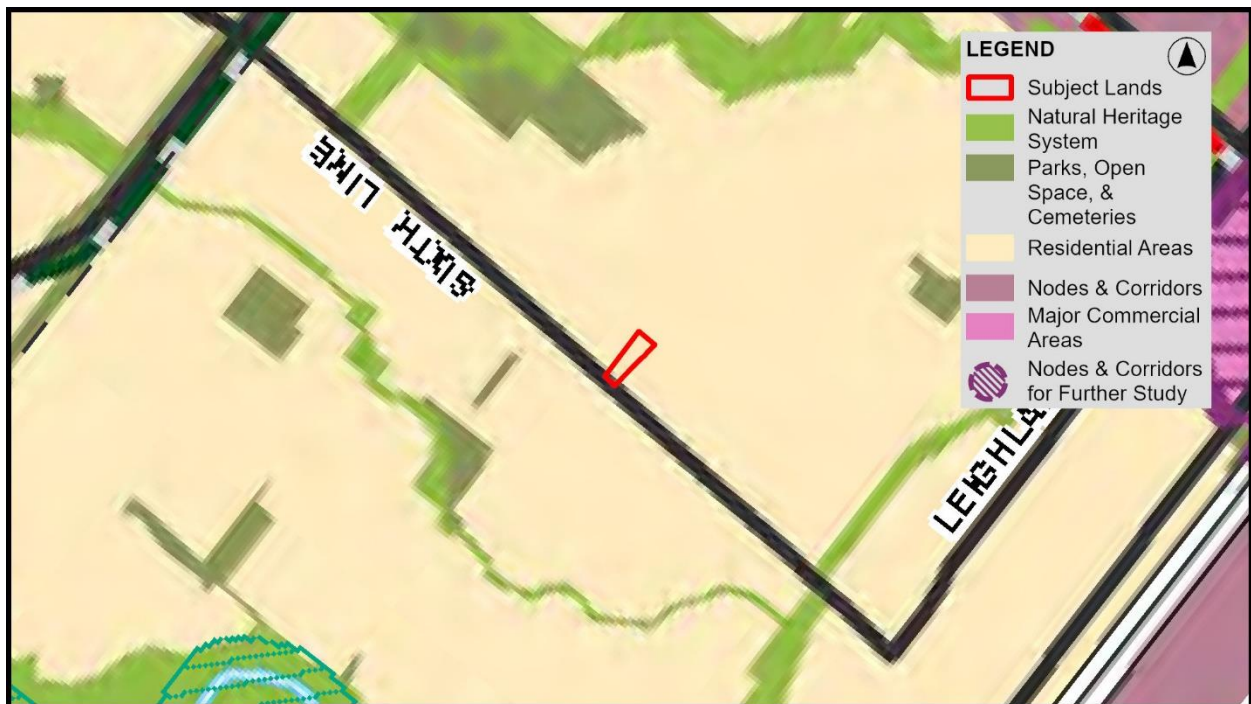


Figure 23- Livable Oakville Plan (Schedule A1 - Urban Structure)

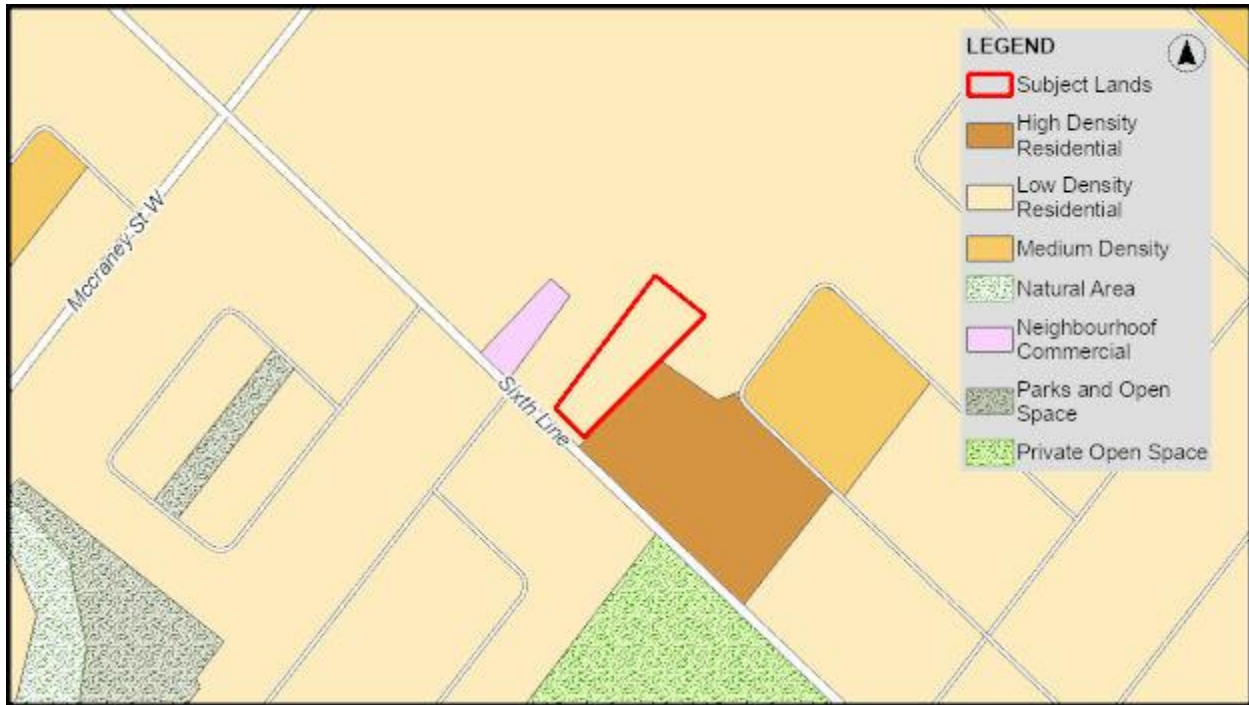


Figure 24- Livable Oakville Plan (Schedule I - Central Land Use)

**Section 2** of the LOP sets out the policy framework and provides a mission statement and guiding principles for the growth and development of the Town over the lifecycle of the plan. The overall mission of the LOP is to enhance the Town’s natural, cultural, social and economic environments by ensuring that environmental sustainability, cultural vibrancy, economic prosperity and social well-being are incorporated into growth and development decisions. Guiding principles of the LOP are aimed at preserving and creating a healthy community, providing choice throughout the Town and achieving sustainability.

**Section 4.3** states that lands located outside of Designated Growth Areas are predominantly stable residential communities and are not intended to see significant change. However, this policy also recognizes that while the Plan encourages intensification generally throughout the built up area, and some growth and change may occur in stable residential communities outside of Growth Areas, provided that the character of the areas is preserved and the overall urban structure of the Town is upheld.

**Section 6** of the LOP focuses on urban design as an integral part of the planning process, enabling the creation of stimulating, vibrant, and livable places. It is a key component in creating a definable sense of identity. **Sub-section 6.9** provides policies on Built Form; **Sub-section 6.10** provides landscaping policies; **Sub-section 6.11** provides pedestrian access and circulation policies; **Sub-section 6.12** provides vehicular access and circulation policies; **Sub-section 6.13** provides parking policies.



**Section 8** of the LOP focuses on Transportation policies. The transportation network consists of the existing and proposed road network for use by automobiles, buses, pedestrians, cyclists and trucks, as well as rail facilities and off-road pedestrian and cycling facilities. **Sub-section 8.10** includes active transportation policies.

**Section 10** includes policies on achieving sustainability which includes energy conservation and stormwater management.

**Section 11** includes general and more detailed policies intended to apply to all Residential Areas. These policies generally provide direction on affordable housing, urban design, intensification, and land use compatibility. The lands identified as Residential Areas on Schedule A, Urban Structure, represent the areas that provide for stable residential communities. The majority of intensification and development within the Town is to occur within the Growth Areas as described in Part E of the LOP. Intensification outside of the Growth Areas within the stable residential communities will be subject to policies that are intended to maintain and protect the existing character of those communities.

**Section 11.1.8** sets out where opportunities for intensification within stable residential communities should be provided. The policies identify that on lands designated High Density Residential, there may be underutilized lands on which additional development may be appropriate. Intensification on these lands may occur within the existing density permissions for the lands and may be considered subject to the requirements of section 11.1.9.

Development within all stable residential communities are to be evaluated using the criteria identified in **Section 11.1.9** of the LOP to maintain and protect the existing neighbourhood character. The following is an assessment of the proposed OPA and proposed development under the criteria of 11.1.9.

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

- **The proposed development seeks to incorporate a six storey apartment building along Sixth Line, adjacent to an existing seven storey apartment building to the immediate south of the Subject Lands (already designated as High Density Residential). The proposed height in this regard is compatible and provides a logical extension of the existing High Density designation and will provide a consistent built form and density in terms of height and density along Sixth Line.**
- **In terms of scale and massing, the proposed development has been strategically sited on the Subject Lands to ensure that the majority of the built**

form and massing is located in close proximity to Sixth Line to provide an appropriate separation from the building to the existing semi-detached houses to the southeast fronting Redbank Crescent.

- Due to the unique narrow shape of the Subject Lands, the proposal has been designed to be massed in an east-west direction in order to maximize building area while also ensuring an appropriate design with adequate setbacks and stepbacks to the surrounding lots. A significant setback of 27 metres has been incorporated at the rear of the property to ensure that the majority of the built form is appropriately sited to ensure no shadow impacts to the semi-detached houses to the southeast fronting Redbank Crescent.
- In terms of the architectural character and materials, the proposal seeks to implement a high quality built form with a variety of materials. The building to the south is constructed fully of brick veneer and the one storey semi-detached houses to the southeast mostly utilize brick in their construction. The proposal seeks to incorporate a combination of cut stone veneer for the first two storeys and brick veneer for the third to fifth storeys. The sixth storey is proposed to be glass windows with tint glazing in bronze and aluminum frames. The architectural character of the building carefully selects façade materials that both complement and elevate the character of the local neighbourhood. It employs contemporary cut stone veneer for the initial two storeys, transitioning to a traditional brick veneer for the third to fifth storeys. The sixth storey is envisioned as a glass structure with bronze-tinted glazing and aluminum frames. The mix of materials proposed is in accordance with the Town of Oakville's Urban Design Guidelines and is compatible with the surrounding neighbourhood.

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

- The proposed development seeks to intensify a large narrow and deep lot currently occupied by a single-detached house fronting Sixth Line. The Subject Lands are situated with an apartment building to the south, the school lands to the north, and low density residential to the southeast, therefore, the immediate context is inconsistent in terms of setbacks, orientation and separation distances.
- The neighbouring apartment building to the south is located on a large parcel with a total area of 1.09 hectares. The apartment building to the south has setbacks from all property lines to allow for significant at-grade parking including drive aisles and a drop-off area. The building is setback approximately 11.6 metres from Sixth Line, 10.6 metres to the south, 45.6 metres to the north and 33.9 metres to the east/rear. The majority of the parking on the site is located in the side yard to the north of the building (adjacent to the semi-detached dwellings fronting Redbank Crescent) and at the rear of the building which also fronts onto Redbank Crescent. The

commercial convenience store and houses to the north of the Subject Lands are setback 7.5 metres from Sixth Line. On the west side of Sixth Line, homes are oriented towards Sixth Line and setback 10 metres on average. The proposed development is setback 6.06 metres from Sixth Line. The front yard and side yard setbacks and orientation of the proposed building provides for adequate setbacks and transition to the surrounding area while addressing the Sixth Line frontage as the front entrance for the building.

- There are four semi-detached dwelling units that share a property line with the Subject Lands located to the southeast of the site that front onto Redbank Crescent. These dwellings are all 1/1.5 storeys and have been designed with standard setbacks for detached dwellings with front and rear yards ranging from 8.27 m to 10.8 m and 14.22 m to 18.10 m, respectively.
- The proposal is set back 27 metres from the rear yard, locating the majority of the building footprint within the front two thirds of the property in order to provide appropriate separation distances to the existing dwellings fronting Redbank Crescent to minimize shadow impacts as shown in detail in the supporting Sun and Shadow Study. The parking area at the rear will also be appropriately buffered through the preservation of the existing trees, additional plantings and a fence, all to be finalized in detail as part of a future Landscape Plan with the Zoning By-law Amendment application.

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

- The proposed development has incorporated appropriate setbacks and stepbacks in order to achieve an appropriate transition in height from the 7 storey apartment building and to the neighbouring low density residential. A large 27 metre setback has been incorporated from the rear lot line to the 1 storey vestibule on the eastern façade and a larger 37 metre setback has been incorporated from the rear lot line to the residential portion of the building.
- In terms of stepbacks, the residential portion of the building is stepped back from the vestibule 6.8 metres above the first storey to the east. The eastern façade is also further stepped back from the enclosed stairway 3.2 metres. These significant setbacks and stepbacks incorporated into the design provide an appropriate transition to the adjacent low density residential to the southeast.
- The proposal has also been designed to incorporate setbacks and stepbacks to the western façade fronting Sixth Line, where low density residential fronts the west side of the street. A 6 metre setback is incorporated from the front lot line to the first and second storey. The third to fifth storeys are stepped back an additional 6.4 metres and the sixth storey is stepped back an additional 6.4 metres. The setbacks and stepbacks to the front lot line provide an appropriate transition in height to the low density residential on the west side of Sixth Line.

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

- **The surrounding lotting is varied and includes the large school lot, existing apartment lot to the south. No new lots are proposed as part of the proposed development as the development proposal seeks to develop the existing 0.38 ha lot with the proposed 6 storey apartment building.**

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

- **The existing road network and municipal servicing infrastructure is adequate to service the proposal as demonstrated in the supporting TIS and FSR. The Waste Management for the site indicates that all of the access driveways to be used by the Regional waste collection vehicles have grades less than 8% and have a minimum vertical clearance of 4.4 metres, a minimum width of 4.5 metres and be 6 metres wide at the point of ingress and egress. The FSR, prepared by EXP, concludes that water servicing can be provided with new fire and domestic service connections to the existing 300 mm diameter watermain located on Sixth Line. Sanitary servicing can be provided with a new sanitary service connection to the existing 300 mm diameter sanitary sewer on Sixth Line.**

*f) Surface parking shall be minimized on the site.*

- **The majority of the parking for the proposal is underground, with 6 surface parking spaces located at the rear of the building to be appropriately screened from the public street. The parking area at the rear will also be appropriately buffered through the preservation of the existing trees, additional plantings and a fence, all to be finalized in detail as part of a future Landscape Plan with a future Zoning By-law Amendment and Site Plan application.**

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

- **The policy does not apply to the proposed development as there is no proposal to extend the public street. Access will be provided into the site to access the underground parking area as well as a drop off and pick up location and surface visitor parking spaces.**

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



- In terms of grading and drainage, the proposed grading design generally maintains the existing drainage patterns for the site, while meeting Town of Oakville criteria and ensuring emergency major overland flow is directed west towards Sixth Line and not to the neighbouring property to the north or south.
- Overall, the grading design for the site is to be completed in concert with the proposed SWM strategy for the site which includes a network of high and low points, and underground SWM cistern, and inlets designed to capture the attenuate all storm events up to and including the 100–year storm event and control to the 5-year pre-development levels.
- The location of loading, site access and circulation have been designed along the southern limit of the site and are proposed to be properly screened from the existing residential to the southeast.
- In terms of microclimatic conditions such as shadowing, the supporting shadow impact study demonstrates that there are minimal impacts to the surrounding area and the requirements of the Town’s sun shadow requirements are met.

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

- **This policy does not apply as the Subject Lands are not located within a Heritage Conservation District.**

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

- **The proposed development will be well served by area amenities as identified in Table 2 including schools and parks.**

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

- **As mentioned in the TIS Brief prepared by LEA consulting, as only 70 units are proposed on-site, it is anticipated that less than 100 peak hour direction trips will be generated by the proposed development. Therefore, the proposed development is not anticipated to have a significant impact on the surrounding network.**

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

- **As discussed in the FSR prepared by EXP, all the required utilities are located within the Sixth Line right-of-way adjacent to the site. Based on the nature of the proposed development and estimated load demands, utility staff have not indicated any issues with providing the necessary utility service for the development to date.**

**Section 28** is the Implementation section of the LOP, which provides a description of the tools that the Town can use to implement its Official Plan. Section 28.2 focuses on site-specific official plan amendments. A draft Official Plan Amendment has been prepared to facilitate this development of the proposal and is included in **Appendix D**. The proposed application meets the requirements of Section 28.2.

### **Livable Oakville Plan Summary:**

A full analysis of the relevant Livable Oakville Plan policies in relation the proposed residential development can be found in **Appendix C**. In summary:

1. The proposed development seeks to implement a High Density Residential designation along Sixth Line on a site that is well suited for infill development.
2. The proposal will contribute to the housing mix in the area by adding one-, two- and three-bedroom units to the neighbourhood to provide a greater variety in housing typology for varying socio-economic groups.
3. The site represents an appropriate location for intensification. The proposed 6 storey apartment building is compatible with the existing surrounding context in that it provides a unique opportunity for infill on a large lot that creates minimal impact to the surrounding low density residential. The proposed development meets all applicable policy requirements contained within Section 11 of the LOP related to intensification outside of Growth Areas within the Built Up Area.

**An Official Plan Amendment is proposed to redesignate the Subject Lands from Low Density Residential to High Density Residential. The draft OPA has been prepared to facilitate the development proposal and conform to the Livable Oakville Plan policies.**

## **5.7 Town of Oakville Zoning By-law 2014-014**

In accordance with the Town of Oakville's Zoning By-law 2014-014, the Subject Lands are zoned **Residential Low (RL3-0) (Figure 25)** and therefore, a future Zoning By-

law Amendment will be required to bring the zoning into conformity with the proposed High Density Residential designation in the Official Plan.

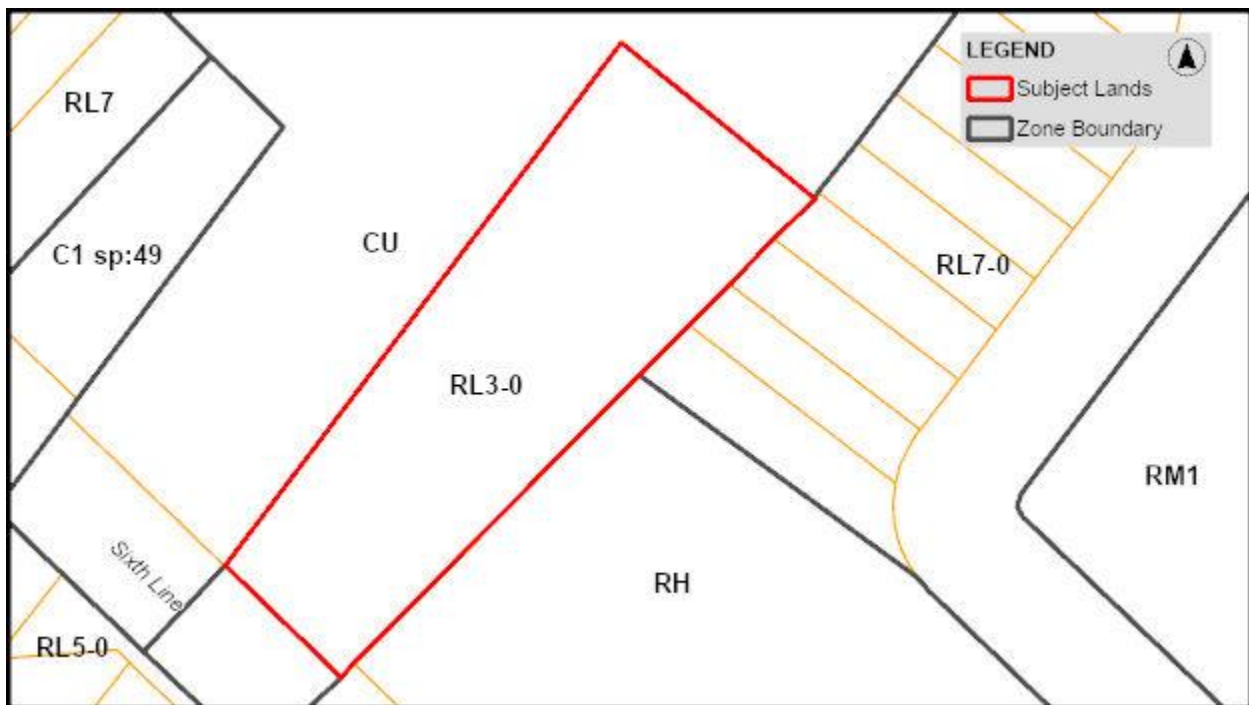


Figure 25- Zoning By-law 2014-014

The permitted uses are identified in Section 6.2 as follows:

- Accessory dwelling;
- Bed and breakfast establishment (1);
- Conservation Use;
- Day care (1);
- Detached dwelling;
- Emergency service facility;
- Home occupation;
- Lodging house (1)(2);
- Park, public;
- Private home day care (1);
- Short-term accommodation (1)
- Stormwater management facility

Additional Regulations for Permitted Uses Table 6.2.1

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

The Development Standards are identified in Section 6.3 as follows:

<b>Zone Provisions – Residential Low (RL3) Zone</b>	
<b>Regulation</b>	<b>Required</b>
Minimum Lot Area	557.5 m <sup>2</sup> (2)
Minimum Lot Frontage	18.0 m (2)
Minimum Front Yard	7.5 m (-0)
Minimum Flankage Yard	3.5 m
Minimum Interior Side Yard	2.4 m and 1.2 m (5)
Minimum Rear Yard	7.5 m (6)
Maximum Number of Storeys	n/a (-0)
Maximum Height	12.0 m (-0)
Maximum Dwelling Depth	n/a
Maximum Residential Floor Area	n/a (-0)
Maximum Lot Coverage for the Dwelling	35% (-0)

Additional Regulations for Zone Regulations Table 6.3.1

(-0) Where lands are shown on the Part 19 Maps of this By-law to be in the -0 Suffix zone, the regulations of Section 6.4 shall apply.

(2) Within Plans of Subdivision registered after November 1, 1965, the minimum *lot frontage* may be reduced by 4.5 metres and minimum *lot area* proportionately reduced on a *lot* provided the average *lot frontage* and *lot area* throughout the entire Plan of Subdivision are not less than the minimum shown in the regulations tables for these *zones*.

(5) The minimum *interior side yard* shall be reduced to 1.2 metres on both sides where an attached *private garage* meeting the minimum dimension requirements of Section 5.2.3(b) of this By-law is provided.

(6) The *minimum rear yard* shall be reduced to 3.5 metres on a *corner lot* where an *interior side yard* of 3.0 metres is provided.

The Residential Low (RL3-0) zone suffix -0 is subject to regulations found in Section 6.4 that are specific to the design of the building and size of the lot.

As noted, accessory dwelling units are permitted in the RL3-0 zone and the provisions for accessory dwelling units are provided in Section 4.1 of the Zoning By-law. A maximum number of two accessory dwelling units are permitted in the main building or a maximum of one accessory dwelling unit in the main building and one accessory dwelling unit in an accessory building.

A future Zoning By-law Amendment will be required to bring the zoning into conformity with the proposed High Density Residential designation in the Official Plan.



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

The permitted uses are identified in Section 6.2 as follows:

- Apartment Dwelling Unit
- Conservation Use
- Day care (1)
- Emergency service facility
- Home occupation
- Long term care facility
- Park, public
- Private home daycare (1)
- Retail store, accessory
- Retirement home
- Short-term accommodation (1)
- Stormwater management facility

Additional Regulations for Permitted Uses Table 6.2.2

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

For reference, By-law 2014-014 defines an apartment dwelling as a dwelling unit within a building containing three or more dwelling units where the units are connected by a common corridor or vestibule. **The proposed six-storey is classified as an apartment building, proposing 70 units.**

The Development Standards are identified in Section 6.3 as follows:

<b>Zone Provisions – Residential High Zone</b>	
	<b>Required</b>
Minimum lot area	1,858.0 m <sup>2</sup>
Minimum lot frontage	24.0 m
Minimum front yard	7.5 m
Minimum flankage yard	3.5 m
Minimum interior side yard	4.5 m
Minimum rear yard	7.5 m
Maximum height	The height legally existing on the lot on the effective date of this By-law
Maximum lot coverage	35%
Minimum landscaping coverage	10%

**Table 5.2.1** of By-law 2014-014 outlines the minimum number of parking spaces required for uses permitted by the By-law. An apartment dwelling requires a minimum of 1.0 space per dwelling where the unit has less than 75.0 square metres net floor area, and 1.5 per dwelling for all other units. As part of the minimum required parking rates, 0.25 spaces per units shall be designated as visitor parking space. By-law 2014-014 additionally requires that at least 50% of the minimum required parking spaces shall be provided within a private garage, carport, or parking structure for apartment dwelling units. The proposed development is planned to provide 80 parking spaces.

**The surrounding area is zoned Residential High (RH), Residential Medium (RM1), Residential Low (RL-5), Residential Low 3 (RL-3-0), Private Open Space (O2) and Community Use (CU). The proposed redevelopment would be implemented through a Residential High Density site specific zoning in the future.**

## 6.0 Summary of Planning Justification

This section of the PJR provides an overall summary of the planning justification for the proposed development and the OPA.

### ***Optimization of the Land***

The Subject Lands are designated as Low Density Residential on Schedule I – Central Land Use. The Low Density Residential land use designation permits a range of low density housing types including detached dwellings, semi-detached dwellings and duplexes. A density of up to 29 dwelling units per site hectare may be permitted in areas designated Residential Low Density. This translates to a total of 11 dwelling units on the Subject Lands.

Bill 23, More Homes Built Faster Act, 2022 was passed by the provincial government and received Royal Assent on November 28, 2022. The Bill introduced amendments to the Planning Act, amongst others, that have the effect of allowing up to two accessory dwelling units (total of three residential units including the primary unit) on a parcel of urban residential land. Of the two accessory dwelling units a maximum of one accessory dwelling unit is permitted to be located in a building or structure accessory to a detached house, semi-detached house or row house. Following the Royal Assent of Bill 23, the Town of Oakville implemented By-law Number 2023-024, which permits three (3) dwelling units on a property, including within the RL3-0 zone as noted in Section 5.7 of this Report. Based on this, given the as-of-right density permission of the Official Plan at 11 dwelling units as well as three (3) dwelling units per property, this would allow for the potential of up to 33 units total.

However, notwithstanding the potential for up to 33 units, that form of development would not be efficient and is not a feasible or viable optimization of the Subject Lands given its narrow width and long depth. The proposed apartment building design serves as a more optimal form of development as it allows for:

- coordination of garbage collection to reduce increased collection, bags and bins;
- the majority of parking to be located underground and to be accessed via one entrance; and,
- an increased supply of new housing stock in the Town of Oakville.

Therefore, the proposed development represents a more appropriate and efficient use of the land that will optimize existing services and infrastructure.

### ***Growth and Housing Needs***

The proposed development represents an opportunity for infill development on a site well suited for intensification. The proposed development seeks to diversify the range and mix of housing options within the surrounding area through the provision of 70 new residential units with varying unit types and sizes, therefore, contributing to the supply of new housing stock in the Town of Oakville to meet a range of needs.

### ***Land Use – Integration and Compatibility***

The proposed development has been designed to ensure appropriate integration and compatibility with the surrounding community as follows:

- In terms of height, the proposed development seeks to incorporate a 6 storey apartment building along Sixth Line adjacent to an existing 7 storey apartment building to the immediate south of the Subject Lands which is already designated as High Density Residential. The proposed height in this regard is compatible and provides a consistent built form in terms of height along Sixth Line.
- In terms of scale and massing, the proposed development has been strategically sited on the Subject Lands to ensure that the majority of the built form and massing is located in close proximity to Sixth Line to provide an appropriate separation from the building to the existing semi-detached houses to the southeast fronting Redbank Crescent.
- The proposal provides appropriate setbacks and stepbacks in the built form to ensure appropriate transition and buffering to the neighbouring uses and to minimize the potential for any shadow impacts.
- The proposed development will provide landscaping and tree preservation where possible to ensure buffering of the proposed drive aisle and parking from the existing residential.

### ***Urban Design***

The proposed development presents a well-suited opportunity for intensification, logically extending the existing High Density Residential designation to the south. Positioned conveniently near the Town's transit system, bike routes, and parks, this location is strategically chosen for optimal accessibility. The proposed design aims to enhance the current streetscape, establishing a strong street edge along all adjacent public streets to create a vibrant, safe environment. Meticulous landscaping and high-quality architectural design will contribute to an aesthetically pleasing and inviting visual appearance.



The proposed development aligns with the Town's urban design standards, contributing to Oakville's housing needs while fostering a distinct sense of place. The envisioned development aligns with both Provincial and municipal policies and regulations, marking it as an appropriate advancement for the Subject Lands.

### ***Transportation***

Access to the proposed development is via Sixth Line. A dedicated pick-up/drop off space is proposed on site to facilitate shared mobility, Wheeltrans Services, rideshare services, and taxis. These spaces will allow for short-term parking for the subject site and provide convenient access for residents to use without impeding the flow of traffic. According to the TIS Brief prepared by LEA Consulting, the proposed site's peak hour direction trips are forecasted to be less than 100. The Subject Lands are not anticipated to have a significant impact on the surrounding road network. The Subject Site is expected to generate up to 25 two-way vehicle trips during the weekday AM and PM peak hours.

The proposed site's peak hour direction trips are forecasted to be less than 100. Therefore, the subject site is not anticipated to have a significant impact on the surrounding road network.

All of the access driveways to be used by the Regional waste collection vehicles have grade less than 7% and have a minimum vertical clearance of 4.4 metres, a minimum width of 4.5 metres and be 6 metres wide at the point of ingress and egress.

The proposed development implements intensification along a Minor Arterial Road, Sixth Line, which is well-served by the transit system which provides bus route access to the Oakville GO and Bronte GO stations.

The proposal supports active transportation and transit use in the area by providing the opportunity for 52 bicycle parking spaces for future residents and 18 visitor biking spaces for a total of 70 bicycle parking spaces.

### ***Implementation***

The proposed OPA seeks to permit a high density residential development. A future Zoning By-law Amendment will be required to bring the zoning into conformity with the proposed High Density Residential designation in the Official Plan. A Site Plan application will also be required to address detailed site functioning.

## 7.0 Summary & Conclusions

Based on a review of the existing physical context and surrounding area, a technical assessment of the proposed development concept, and an analysis of the proposal within the current policy and regulatory framework of the Province, Region, and Town, the proposed development and proposed OPA:

1. Provide for an appropriate development of the Subject Lands given the existing and planned surrounding context;
2. Are consistent with and conform to the relevant Provincial policies and legislation including regard for matters of Provincial interest under the *Planning Act*, Provincial Policy Statement (2020) and Growth Plan for the Greater Golden Horseshoe (2020);
3. Conform to the Region of Halton Official Plan;
4. Conform to the Livable Oakville Plan;
5. Promote the efficient use of land and will optimize existing and planned infrastructure;
6. Contribute to achieving a complete community; and,
7. Are compatible and will not create any adverse impacts on the existing or planned surrounding community.

The proposed development is appropriate for the Subject Lands and represents good planning and is in the public interest. Based on these conclusions, it is recommended that the proposed OPA be approved.

Respectfully submitted,  
**MHBC**



Dana Anderson, MA, FCIP, RPP  
Partner



Melinda MacRory, M.Pl., MCIP, RPP  
Associate

# APPENDIX A

## **Pre-Application Consultation Checklist**

# Pre-consultation Form

**Please note pre-consultations are only valid for Six (6) Months from the date of Signing: See Note (a)**

Applicant: \_\_\_\_\_  
 Site Location: \_\_\_\_\_  
 Proposal: \_\_\_\_\_

Official Plan Amendment <input type="checkbox"/>	Plan of Subdivision <input type="checkbox"/>	Site Plan <input type="checkbox"/>
Zoning By-law Amendment <input type="checkbox"/>	Plan of Condominium <input type="checkbox"/>	

Terms of Reference for Listed Studies / Reports can be found here:  
<http://www.oakville.ca/business/terms-of-reference.html>

SUBMISSION REQUIREMENTS			
Materials to be Provided:	OPA/ZBA/SUB/ CONDO/SITE PLAN	NOTES:	Digital File Name
	Required		
<b>Plans</b>			
Aerial Photograph(s)	<input type="checkbox"/>		XX_Aerial_v1_YYYY-mm-dd
Survey/Legal Plan	<input type="checkbox"/>		XX_Survey_v1_YYYY-mm-dd
Concept Plan	<input type="checkbox"/>		XX_Concept_v1_YYYY-mm-dd
Draft Plan of Subdivision and/or Draft Plan of Condominium (individual lots and/or units to be shown on draft Plan)	<input type="checkbox"/>		XX_DraftSub_v1_YYYY-mm-dd XX_DraftCondo_v1_YYYY-mm-dd
Site Plan & Site Plan Details	<input type="checkbox"/>		XX_SitePlan_v1_YYYY-mm-dd XX_SitePlanDetail_v1_YYYY-mm-dd
Park/Open Space Concept Plan	<input type="checkbox"/>		XX_ParkConcept_v1_YYYY-mm-dd
Building Elevations & Renderings	<input type="checkbox"/>		XX_Elevations_v1_YYYY-mm-dd XX_Renderings_v1_YYYY-mm-dd
Building Floor Plans (including roof Plan)	<input type="checkbox"/>		XX_FloorPlans_v1_YYYY-mm-dd XX_RoofPlan_v1_YYYY-mm-dd
Landscape Plan & Details	<input type="checkbox"/>		XX_Landscape_v1_YYYY-mm-dd XX_LandsDetails_v1_YYYY-mm-dd
Pedestrian Circulation Plan	<input type="checkbox"/>		XX_PedCircPlan_v1_YYYY-mm-dd
Streetscape Plan	<input type="checkbox"/>		XX_Streetscape_v1_YYYY-mm-dd
Site Servicing Plan	<input type="checkbox"/>		XX_Servicing_v1_YYYY-mm-dd
Grading & Drainage Plan (including topographic information)	<input type="checkbox"/>		XX_Grading_v1_YYYY-mm-dd XX_Drainage_v1_YYYY-mm-dd
Erosion and Sediment Control Plan	<input type="checkbox"/>		XX_ErosionSed_v1_YYYY-mm-dd
Lighting Plan &/or Photometric Plan	<input type="checkbox"/>		XX_Photometric_v1_YYYY-mm-dd
Truck Turning Plan	<input type="checkbox"/>		XX_TruckTurning_v1_YYYY-mm-dd
Pavement Markings/Signage Plan	<input type="checkbox"/>		XX_MarkingsSign_v1_YYYY-mm-dd
Construction Storage/Staging Plan	<input type="checkbox"/>		XX_ConstructSS_v1_YYYY-mm-dd

Materials to be Provided:	OPA/ZBA/SUB/CON DO/SITE PLAN	NOTES:	Digital File Name
	Required		
Demarcation of limits of natural features (i.e. top-of-bank and/or natural hazards)	<input type="checkbox"/>		XX_NaturalLimit_v1_YYYY-mm-dd
Tree Canopy Cover Plan & calculation	<input type="checkbox"/>		XX_CanopyCover_v1_YYYY-mm-dd
Waste Management Plan	<input type="checkbox"/>		XX_WasteManage_v1_YYYY-mm-dd
<b>Reports and Studies</b>			
Completed Application Form/Fees	✓		XX_AppForm_v1_YYYY-mm-dd
Planning Justification Report/Letter	✓	*not required for condominium	XX_PJR_v1_YYYY-mm-dd
Character Impact Analysis	<input type="checkbox"/>		XX_CharacterImp_v1_YYYY-mm-dd
Draft Zoning By-law Amendment	<input type="checkbox"/>		XX_DraftZBLA_v1_YYYY-mm-dd
Draft Official Plan Amendment	<input type="checkbox"/>		XX_DraftOPA_v1_YYYY-mm-dd
Urban Design Brief	<input type="checkbox"/>		XX_DesignBrief_v1_YYYY-mm-dd
Tree Vegetation Study/Arborist Report and Tree Protection Plan	<input type="checkbox"/>		XX_ArbReport_v1_YYYY-mm-dd XX_TPP_v1_YYYY-mm-dd
Functional Servicing Study/Report	<input type="checkbox"/>		XX_FSR_v1_YYYY-mm-dd
Stormwater Management Study/Report	<input type="checkbox"/>		XX_SWM_v1_YYYY-mm-dd
Environmental Impact Study/Report	<input type="checkbox"/>		XX_EIR_v1_YYYY-mm-dd
Transportation Impact Analysis	<input type="checkbox"/>		XX_TIS_v1_YYYY-mm-dd
Heritage Impact Assessment	<input type="checkbox"/>		XX_HIA_v1_YYYY-mm-dd
Archaeological Assessment	<input type="checkbox"/>		XX_Arch_v1_YYYY-mm-dd
Market Impact Study	<input type="checkbox"/>		XX_MarketImpact_v1_YYYY-mm-dd
Capital Impact Study	<input type="checkbox"/>		XX_CapitalImpact_v1_YYYY-mm-dd
Noise & Vibration Study	<input type="checkbox"/>		XX_NoiseVibration_v1_YYYY-mm-dd
Geotechnical/Soils Report	<input type="checkbox"/>		XX_Geotech_v1_YYYY-mm-dd
Environmental Site Assessment (i.e. Phase 1)	<input type="checkbox"/>		XX_ESS1_v1_YYYY-mm-dd
ESSQ	<input type="checkbox"/>		XX_ESSQ_YYYY-mm-dd
Shadow Impact Analysis	<input type="checkbox"/>		XX_Shadow_v1_YYYY-mm-dd
Wind Study/Micro-Climature	<input type="checkbox"/>		XX_WindStudy_v1_YYYY-mm-dd
Sample Materials Board/Photos	<input type="checkbox"/>		XX_Materials_v1_YYYY-mm-dd
3-D Computer Model (i.e. SketchUp)	<input type="checkbox"/>		XX_3DModel_v1_YYYY-mm-dd
Minutes and attendance list of Applicant-initiated "Public Information Meeting" (see Note g)	✓	*not required for site plan	XX_PIMMinutes_YYYY-mm-dd XX_Attendlst_YYYY-mm-dd
<b>North Oakville</b>			
Environmental Implementation Report/Functional Servicing Study	<input type="checkbox"/>		XX_EIRFSS_v1_YYYY-mm-dd
Map and Accompanying Tables Showing Densities and Designations	<input type="checkbox"/>		XX_DensityMap_v1_YYYY-mm-dd XX_DensityTable_v1_YYYY-mm-dd
NOUFSMP/Tree Canopy Cover Plan & Calculation	<input type="checkbox"/>		XX_NOUFSMP-TCCP_v1_YYYY-mm-dd
Planning Statistics Spreadsheet	<input type="checkbox"/>		XX_PlanningStats_v1_YYYY-mm-dd



Sustainability Checklist	<input type="checkbox"/>		XX_SustainCheck_v1_YYYY-mm-dd
Transit Facilities Plan	<input type="checkbox"/>		XX_TransitFac_v1_YYYY-mm-dd
Area Design Plan	<input type="checkbox"/>		XX_AreaDesign_v1_YYYY-mm-dd
Executed Adhesion Agreement	<input type="checkbox"/>		XX_AdhesionAgmt_v1_YYYY-mm-dd
<b>Other</b>			
	<input type="checkbox"/>		XX_XXXXX_v1_YYYY-mm-dd
	<input type="checkbox"/>		XX_XXXXX_v1_YYYY-mm-dd

1. Conformity with the Regional Official plan land use designation: Yes  No   
 If "NO", an application has been made to amend the Regional Official Plan: Yes  No

2. Existing Official Plan Designation: \_\_\_\_\_  
 Conformity with the Town's Official Plan land use designation: Yes  No   
 More Information Required   
 If "No", the nature of the amendment needed: \_\_\_\_\_  
 \_\_\_\_\_

3. Existing Zoning: \_\_\_\_\_  
 Conformity with the Town's Zoning By-law: Yes  No   
 More Information Required   
 If "No", the Proposed zoning is: \_\_\_\_\_  
 \_\_\_\_\_

4. Related File No.: \_\_\_\_\_

5. Informal Open House: To be held on: \_\_\_\_\_ Has been held on: \_\_\_\_\_

6. Additional Agencies/Departments to be contacted: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

7. Related notes pertinent to the application: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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

If "Yes", the site walk is scheduled for (date & time): \_\_\_\_\_

**Notes:**

- a) **This agreement expires 6 months from the date of initial signing (date of pre-consultation meeting) or at the discretion of the Director of Planning or his/her designate. In the event that this Pre-consultation Agreement expires prior to the application being accepted, and/or new policy and/or by-laws apply, another agreement may be required.**
- b) The purpose of this agreement is to identify the information required to prepare a complete application as set out in the *Planning Act*. Pre-consultation does not imply or suggest any decision whatsoever on the part of Town staff or the Corporation of the Town of Oakville to either support or refuse the application. Comments provided at a pre-consultation meeting are preliminary and based on the information submitted for review at that time.
- c) When a formal application is made, the application fee may be processed immediately; however, this does not constitute the application being deemed complete for *Planning Act* purposes. An annual maintenance fee will apply to all applications, one year after being deemed complete for *Planning Act* purposes, and annually thereafter.
- d) For all applications for Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision and Plan of Condominium, the applicant acknowledges that the Town is not responsible for the construction or installation of the sign and the applicant agrees to submit a photo of the sign on the property. This shall be submitted within one week of receiving confirmation of a complete application.
- e) An application submitted without the requisite information and number of copies identified in this Pre-consultation Agreement, or in the Site Plan application form, will not be accepted. Submission not meeting these criteria will be returned to the agent or property owner. If a site walk is required, the application may not be considered complete until it has taken place.
- f) All reports, documents and drawings must be submitted in electronic (i.e. PDF or JPG) form.
- g) An applicant is required to conduct a 'Public Information Meeting' (PIM) prior to submission of a development application and shall be documented as described below. The timing of the PIM may be waived at the discretion of the Director of Planning.

The PIM would summarize the purpose and intent of the proposed application (s), after having given a minimum of a two (2) week, mailed, notice to residents within 120 metres of the subject property (ies). The date of the 'Public Information Meeting' shall be coordinated in consultation with the Ward Councillors and Town of Oakville planning staff. The minutes of the 'Public Information Meeting', shall outline the nature of the proposed development, the planning approvals being sought from the Town, the nature of the input received by the attending public and how this input may have informed the development proposal.

- h) Acknowledgement of Public Information:

The applicant acknowledges that the Town considers the application forms and all supporting materials, including studies and drawings, filed with any application to be public information and to form part of the public record. By filing an application, the applicant consents to the Town photocopying, posting on the Internet and/or releasing the application and any supporting materials either for its own use in processing the application or at the request of a third party, without further notification to or permission from the applicant. The applicant also hereby states that it has authority to bind its consultants to the terms of this acknowledgement.

- i) Additional studies may be required during the processing of an application, depending on the issues identified and information required, as the application proceeds through the planning review process.
- j) Prior to undertaking any topsoil stripping or earthworks, the applicant may be required to obtain a site alteration permit in accordance with the Town's Site Alteration By-law.


- k) Applicants are advised that the removal of trees prior to a final decision being made, or a site alteration permit is issued, is strongly discouraged by the Town.
- l) Where applications may consider potential emissions, please refer to the Town’s Health Protection Air Quality By-law (2010-035) at <http://oakville.ca/environment/health-protection-air-quality.html>

**Staff Signatures:**

	Leigh Musson, <small>Digitally signed by Leigh Musson, MCIP, RPP Date: 2023.11.08 18:39:55 -05'00'</small> MCIP, RPP	
Town Planning Staff	Planning Staff (Signature)	Date
	Michael <small>Digitally signed by Michael Bohdanowicz Date: 2023.11.10 12:40:09 -05'00'</small> Bohdanowicz	
Regional Planning Staff	Regional Staff (Signature)	Date
Conservation Authority Staff	Conservation Authority Staff (Signature)	Date

**Proponent Signatures:**

By signing this agreement, I/we acknowledge that, subject to any appeals, the drawings, reports and other requirements indicated above must be submitted along with a completed application form, any information or materials prescribed by statute in both paper (including reduced copies) and electronic form, the required planning applications’ fees and this executed Pre-consultation agreement to be considered complete. In addition, I have read, understood, and agreed to the Notes listed above.

John Rego		11/28/2023
Agent (Print) (I have the authority to bind the Owner)	Agent (Signature)	Date
Owner (Print)	Owner (Signature)	Date

# Overview of Submission Requirements

Terms of Reference for Listed Studies / Reports can be found at: <http://www.oakville.ca/business/terms-of-reference.html>

## **Archaeological Assessment**

A report must be completed in accordance with Provincial requirements and the Regional Archaeological Master Plan in or near areas of archaeological potential.

## **Aerial Photograph(s)**

A recently dated and high-resolution aerial photo showing the context of the application is required for all applications.

## **Area Design Plan**

Where the North Oakville Masterplan is not being followed, an Area Design plan must be submitted.

## **Building Elevations**

Drawings or Plans which illustrate the exterior design of a building including the proposed building materials. Drawings can be either 2-dimensional or 3-dimensional. At least 2 sets of drawings must be rendered in colour.

## **Building Floor Plans (including Roof Plans)**

Drawings or Plans which illustrate the layout and measurement of a building's floorplate and roof, including, but not limited to: the location of stairwells, elevators, hallways, garbage / recycling areas, and common areas, among other elements.

## **Capital Impact Assessment**

A Capital Impact Assessment estimates the cost of local municipal capital infrastructure required to service a new development. In general, this must be completed for any new development proposing more than two residential units, or more than 5000 sq. m. of non-residential development.

## **Character Impact Analysis**

This study explains how the development will maintain and protect the existing character of the community it is proposed within. Specific reference to Part "D", s. 11.1.8 and 11.1.9 is required.

## **Completed Application Form**

The application form which indicates the prescribed information.

## **Computer Model**

A 3-dimensional digital model of the building(s) and context. The model is to be completed in Google Sketchup or AutoCAD.

## **Concept Plan**

Concept plan showing the proposed development in context of adjacent lands including land across the street. The plan is to show all buildings, land uses, sidewalks, walkways, driveways, street trees, street intersections and any other natural or made-made elements.

## **Construction Storage and Staging Plan**

A plan that identifies the storage location of construction vehicles and supplies during the construction of the project.



### **Heritage Impact Assessment**

A Heritage Impact Assessment demonstrates how new development involving a heritage resource will preserve, protect, improve and/or manage the resource(s).

### **Demarcation of limits of natural features (i.e. top of bank and/or natural hazards)**

A recent plan of survey showing the staked limits of natural features (e.g. physical top of bank, stable top of bank, natural heritages system limit, natural hazards and/or lands regulated by a Conservation Authority) to the satisfaction of Halton Region, the applicable Conservation Authority and the Town of Oakville. Natural features requiring protection shall be clearly staked in the field and construction fencing shall be installed to the satisfaction of the Town in accordance with the Site Alteration By-law requirements.

### **Draft Official Plan Amendment**

The applicant must provide proposed amended text and/or map amendments for consideration.

**Draft Plan of Subdivision and/or Draft Plan of Condominium** (The information required on plans is to be in accordance with the *Planning Act* and its regulations. See Appendix E for details.

a) the proposed subdivision or condominium draft plan with key maps

### **Draft Zoning By-law Amendment**

The applicant must provide text and schedules for proposed Zoning By-law Amendments.

### **Environmental Impact Statement / Study**

These statements address, among other things, contain a description of the proposal, a description of the natural environment, an assessment of environmental effects, a description of mitigating measures and recommendations.

### **Environmental Implementation Report / Functional Servicing Study**

An Environmental Implementation Report must be prepared for the subcatchment area(s) of North Oakville where the proposal is located. The reports shall be in accordance with the approved Terms of Reference.

### **Environmental Site Screening Questionnaire**

A copy of the Environmental Site Screening Checklist is attached within Appendix D. Applicants should contact Halton Region for historical data and any environmental records. In accordance with the protocol for contaminated sites, the possibility of site contamination may result in a required Phase 1 Environmental Assessment, Phase 2 Environmental Assessment and/or Record of Site Condition.

### **Financial Impact Study**

A Financial Impact Study generally evaluates the growth-related financial impacts of development in a coordinated and consistent manner, including impacts on capital and operating municipal services, and the estimated cost and timing of capital infrastructure.

### **Functional Servicing Report / Study**

Functional servicing studies address a number of engineering issues. There are separate terms of reference for Functional Servicing Studies related to lands north or south of Dundas Street.

### **Geotechnical / Soils Report**

This report analyses soil composition to determine its structural stability and its ability to accommodate development.

### **Grading & Drainage Plan**

A plan that illustrates how a property drains and how the grades of a property are directing stormwater.

### **Landscape Plan and Landscape Details**

A plan that identifies the proposed landscaping design for a property including illustration of the natural features, planting scheme, plant materials, paving, lighting, and irrigation system, among other elements. The Landscape Details Plan illustrates the specifications for planting and installation of landscaping features.

**Map and Accompanying Table Showing Densities and Designations**

The map should clearly show the designation of all blocks and lots (i.e. Sub-urban, General Urban, Neighbourhood Centres, and/or Urban Core). The accompanying table must provide the density calculations on a net hectare basis.

**Market Impact Study**

The purpose of a market impact study is to address the existing market and potential impacts of an application. These studies will be evaluated by the Town on the basis of a peer review to be undertaken at the applicant's expense.

**Noise and Vibration Report**

A noise and/or vibration study determines the impact on adjacent developments and recommends mitigation measures.

**Park / Open Space Concept Plan**

Required for any application where all or part of a new Town park or addition to a Town park is included as part of the proposal. The required facilities and standards are available from the Parks and Open Space Department.

**Pavement Marking and Signage Plan**

A plan that identifies how driveway and pedestrian areas will be signed and/or marked for travel.

**Pedestrian Circulation Plan**

Pedestrian circulation drawing should outline the following: Nodes/Activity Centres/Open Space/Transit Facilities; Barriers; Landmarks/Focal Points; Edges; Residential Land Use Areas; Proposed Densities; and, Street Pattern.

**Planning Justification Report / Letter**

For all applications, a qualified planner must submit a report providing planning justification for the proposal based on the principles and objectives of Provincial, Region and Local planning documents.

**Planning Statistics Spreadsheet**

In submitting a complete application, the applicant must complete the North Oakville Planning Statistics spreadsheet that can be downloaded from the Town's website and submitted in an electronic form.

**Site Plan and Site Plan Details**

A Site Plan illustrates the technical details of a project including vehicle and pedestrian access, detailed measurements of building footprints and setbacks from property lines, parking areas, and drive aisles among other elements. The Site Plan Details provide the specifications of various elements on the site.

**Site Servicing Plan**

A plan that illustrates the location of underground or overhead services and where they are entering the property, their area of placement and how they will be accessed.

**Stormwater Management Study / Report**

Stormwater Management Reports address a number of engineering issues. There are separate terms of reference to Functional Servicing Studies in North Oakville and South Oakville.

**Streetscape Plan**

A plan that identifies how the area of the property in the private realm will integrate with the existing or proposed streetscape design in the public realm. The plan generally needs to identify paving and planting materials, including measurements and cross-sections.

**Survey / Legal Plan**

Current survey prepared by a qualified Ontario Land Surveyor that includes the location and nature of any easement affecting the subject land.

**Sustainability Checklist**

The Sustainability Checklist is used for assessing, encouraging and evaluating the features of a development application that contribute to sustainable development.

**Transit Facilities Plan**

The Transit Facilities Plan addresses transit facilities in the planning of subdivisions and their integration into the transit network. The Plan includes a number of components that must be submitted at different stages in the Planning Process. The initial component must be submitted in conjunction with a Functional Servicing Study. Please refer to the North Oakville Transit Plan.

**Transportation Impact Study**

These can be required by Town or Regional staff. Contact the Town's Development Services Department staff (Town roads) or Regional Public Works staff (Regional roads) for background information.

**Tree Vegetation Study and Tree Protection Plan**

A tree survey must be prepared by a qualified professional, identifying all existing trees, their type, size and condition, those trees proposed to be removed and retained, and the methods to be used to ensure preservation of those trees to be retained. In some cases, only a Tree Inventory Plan will be sufficient, and at the discretion of Town staff.

**Truck Turning Plan**

This Plan illustrates how delivery trucks and/or garbage trucks will load and unload materials on the site and the location of travel through the site.

**Urban Design Brief**

The purpose of the Urban Design Brief is to illustrate a detailed design solution for new development based on a thorough contextual analysis of the site and the surrounding area.

**Wind Study/Microclimate**

A wind study is a technical document that provides a model and written description of the impact of pedestrian-level winds associated with development on adjacent streets, parks and open spaces. These studies are done to evaluate the impact of the wind conditions at various times of the year.

# Information Requirements for Plans of Subdivision or Condominium

## Subsection 51(17) Requirements:

- the boundaries of the land proposed to be subdivided certified by an Ontario Land Surveyor
- the locations, widths and names of the proposed highways within the proposed subdivision and of existing highways on which the proposed subdivision abuts
- on a small key plan, on a scale of not less than one centimetre to 100 metres: all adjacent land owned by the applicant or in which the applicant has an interest, all of the land adjacent to the proposed subdivision that is owned by the applicant or in which the applicant has an interest, every subdivision adjacent to the proposed subdivision and the relationship of the boundaries of the land to be subdivided to the boundaries of the township lot or other original grant of which the land forms the whole or part
- the purpose for which the proposed lots are to be used
- the existing uses of all adjoining lands
- the approximate dimensions and layout of the proposed lots
- natural and artificial features such as buildings or other structures or installations, railways, highways, watercourses, drainage ditches, wetlands and wooded areas within or adjacent to the land proposed to be subdivided
- the availability and nature of domestic water supplies
- the nature and porosity of the soil
- existing contours or elevations as may be required to determine grade of highways and drainage of proposed lands to be subdivided
- the municipal services available or to be available to the land proposed to be subdivided
- the nature and extent of any restrictions affecting the land proposed to be subdivided, including restrictive covenants or easements

## Other Information Requirements:

- legend, map scale, north marker
- boundary of property to be subdivided
- lot and concession/registered plan number/street address
- date prepared and dates of revisions
- name and person or firm who prepared the plan
- owner's name, signature and date of signature\*
- Ontario Land Surveyor's name and signature and date of signature
- Site statistics (land use, number of lots/blocks, total area)
- Conceptual trail system through public open space areas and/or the Natural Heritage System. The final plan is to be in keeping with any applicable approved Environmental Implementation Report/Functional Servicing Study to the satisfaction of the Town

\* All registered owners must sign. If there is more than one owner, a letter of authorization is necessary allowing one person to act on behalf of the others. If any registered owner fails to sign or provide authorization, the application will be considered incomplete and will be returned.



**Planning & Public Works**  
**Tel: 905-825-6000 Fax: 905-825-8822**  
**Toll Free: 1-866-4HALTON (1-866-442-5866)**  
[www.halton.ca](http://www.halton.ca)

## Environmental Site-Screening Questionnaire

**Legal/Municipal Address** \_\_\_\_\_ **Applicant:** \_\_\_\_\_

- |    |   |     |    |           |
|----|---|-----|----|-----------|
| 1. | Was the subject property ever used for industrial purposes?   | yes | no | uncertain |
| 2. | Was the subject property ever used for commercial purposes that may have caused contamination (e.g. gasoline station, dry cleaners, etc.)   | yes | no | uncertain |
| 3. | Has fill ever been placed on the property?  | yes | no | uncertain |
| 4. | Is there any reason to believe that the subject property is potentially contaminated based on historic use of the property or a neighbouring lot located within 100m of the property? | yes | no | uncertain |
| 5. | Are there or were there ever any above-ground or underground storage tanks or waste disposal activities on the property?  | yes | no | uncertain |
| 6. | For existing or previous buildings on the property, are there building materials that may be potentially hazardous to human health (i.e. asbestos, lead-based paints, etc.)?          | yes | no | uncertain |
| 7. | For agricultural properties, were pesticides or herbicides ever applied to the property?  | yes | no | uncertain |
| 8. | Have any of the buildings on the property been heated by fuel oil?  | yes | no | uncertain |
| 9. | Is the land use changing to a more sensitive land use (e.g. industrial/commercial to residential/institutional)?<br>Note: Daycare uses are defined in O.Reg.153/04 as institutional.  | yes | no | uncertain |

**General Information:**

- |    |  |     |    |
|----|--|-----|----|
| 1. | Have any environmental documents (e.g. Phase I and II Environmental Site Assessments, Records of Site Condition, etc) ever been prepared for the property? If yes, please submit these documents in digital and hardcopy format with your application together with a letter of reliance granting third party reliance on the documents to the Region of Halton. | yes | no |
|----|--|-----|----|

**Certification**

I, \_\_\_\_\_ am the registered owner of the land that is the subject of this document and to the best of my knowledge, the information provided in this questionnaire is true.

Sworn (or declared) and stamped before me \_\_\_\_\_  
Commissioner of Oaths (Print Name)

in the \_\_\_\_\_, this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_  
City/Town/Municipality Day Month Year

\_\_\_\_\_  
 Commissioner of Oaths (Signature)

\_\_\_\_\_  
 Registered Owner (Signature)



# APPENDIX **B**

## **Public Information Meeting**

# PIM NOTES

**Date:** May 11, 2023  
**Time:** 6:30 PM – 7:30 PM  
**Location:** ZOOM Webinar – Virtual Meeting  
**Re:** Public Information Meeting, 1295 Sixth Line, Oakville

**Presenters:**

**MHBC:** Dana Anderson

**RBA:** Rick Brown

**Panelists:**

- MHBC: Aleksandra Skrzat
- Rosethorn Developments: Bernard Filice
- LEA Consulting: Jocelyn Lee
- Councilors: Jeff Knoll; Marc Grant

**Attendees:** Michelle Knoll; Samsung SM-SP11W; Ruth; Riley McKnight; Oakville Planning; Kevin; Katie; Jessie; Jack; Dillon; Bruce; Angela B; 905-844-4040; 416-616-5203; Kathy and Jay

Opening Remarks, Overview of the project

**Questions:**

Angela: Please send copy of the presentation

A: will be sent

Ruth: Please send copy of the presentation

A: will be sent

Anonymous: What is the timeline to obtain the Town of Oakville Approval?

A: Still early stages; Will need to prepare required reports, Town circulates application studies (3-4 month)

Bruce: Where is the garbage going?

A: Private pickup, located near the back of the building (screen wall in front of the area; landscaping along the property line); will not have large municipal trucks going through the site

Bruce: Please give me a copy of the presentation. Will the building have solar panels or cell phone repeaters on top?

A: Solar collectors on the roof might be introduced if it would have significant advantage with the process through the municipality (not the visible types that can be seen from the area)

An: How will smell be minimized?

A: Refuse room, only put out at the time of pickup; make every attempt to remove any impact

Ruth: Will there be balconies that will face the houses?

A: balconies facing to the south – significant distance away

Angela: How did you decide an apartment vs town homes?

A: A number of options were looked at; depth of the lot – more manageable to work with rather than townhomes; TH was pushing a lot of the TH's towards the south and creating a situation losing a lot of trees; second reason with the TH type development would be limited to the mix of units and we wanted to address housing options within the new building; apartment allows to provide range of apartment unit types and sizes to meet the housing needs in the area; better to transition to the north

Angela: How far away will the back of the building be from the residential property line?

A: About 50 feet or so at the minimum and as you go back it gets further; do have a screen wall closer to the property line

Anonymous: Do you think 80 units are too much for such a small lot

A: 70 units are proposed; 80 parking spaces; balance of units with all of the required requirements; we are confident with the design and transition; meeting the town's parking requirements – we are not seeking a reduction

Angela: Wondering how noise will be minimized for the 2-semis (4 homes) directly behind the building (to the south)

A: Separation distance; there are a number of ways which mitigation of noise and impacts can occur; continue to work with the town; additional landscaping, noise cancelling fencing;

Kathy: what is the estimated time line for building as the noise, mess, and traffic problems from the builder are literally in my backyard

A: Town does have requirement for what is called a construction management plan; intent of the plan with development to ensure the impacts are minimized as much as possible (noise, when construction can take place); town would have regular inspections to make sure all the requirements are adhered to; intent is to minimize that timelines; would be made aware when construction would start and a timeline

Ruth: How bright are the lights going to be at the front of the building?

A: Requirements for lighting discussed, lights will be shielded to only be on own property and not neighboring properties (regulations followed as well)

Bruce: Will there be electric car chargers on the site?

A: will look into this (feasibility and recommendation is needed)

Kathy: How do u replace the sunshine and sunset we will all lose on Redbank?

A: Key studies required that related to sun and shadow is a shadow study – requirement by the Town. Key consideration to meet the angular plane requirements; push building back as much and stepping the building back

Anonymous: Will the town has the plan to improve the Sixth line, like make it doubled lanes? Since adding 80 car, plus cars from visitors, it will make huge impact on the traffic in this area?

A: Will look into widening (see if there is planned); as part of development application a transportation impact study will be done (get terms of reference and include specific intersections to look at, times of day and days of the week, assess existing traffic; mitigation measures will be looked into if there are implications

Ruth: Will the excavation vibrations affect my yard/house?

A: Full requirement through Site Plan process to provide grading and excavation, SWM – all elements are in place to ensure that none of the changes would affect neighboring properties; if there are impacts – hopefully there aren't' with all the provisions put in place – all requirements will be put in place (not aware of situations where it has occurred)

Angela: I am concerned about air flow and breeze given the building will be in my backyard

A: Key studies required that related to sun and shadow is a shadow study – requirement by the Town. Key consideration to meet the angular plane requirements; push building back as much and stepping the building back

An: Has this Plan been socialized with the Halton District School Board which is North and East of the Property Line?

A: When the plan is submitted it will be circulated to the school board (as neighboring and yield of student) – will be engaged in the process

Anonymous: When will it be known once this plan has been approved?

A: In terms of comments from agencies – those are provided as a staff report when brought to the Statutory Public meeting and comments from the public are also provided; all comments; some matters are moved into the site plan process; registered agreement through that process

Kevin: The land should be used as greenspace/ Town should purchase it

Kathy & Jay: Major bus stop on the corner (serves students) with all the construction (boards) – how do you expect to help these people make sure they can get to the bus/ to the store

A: Through discussions with town's transit department; look at improving that bus stop to make improvements to make sure it is safe and accessible

There is a major bus stop Oakville bus right in front of this site - how are you planning on helping all the students and elderly getting there with the construction

Angela: I am going to admit that I am not very excited about the prospect of a 6 storey building in my backyard and living through the construction dirt, noise, etc. as I currently enjoy spending time in my backyard which is a quiet oasis!

A: Understand that sentiment and those concerns; as we go forward we will continue to look at the design and ensure an appropriate transition; reason why we looked into precedents in other parts of Oakville; Burlington to show the transition

Kevin: Has the property been sold

A: Purchase agreement in terms of the process, and we are early in the process

Jessie: totally agree - The land should be used as greenspace!

Dana Anderson: Timing process – neighboring concerns and design – town has limited time to process the first application (determining the change in land use 3-4 months); order of 9-12 months before final approvals and there is the site plan process (this will be longer)

Anonymous: The units will be for sale or rent? Condo or apartment?

A: Ownership group has been looking at this; looking to build purpose- built rental and condo units (reason for polls about what housing is important for the Community) – do not have this information secured yet

Angela: I thought apartment implied the units would be for rent?

A: often times purpose built rental or condo apartments – it can be one or the other but at the time this has not been confirmed

**7:24 PM Meeting Closed**

# APPENDIX C

## POLICY ASSESSMENT



## Appendix C – Policy Assessment

**Table 1: Planning Act, R.S.O. 1990 (Planning Act) - Assessment of Provincial Interests**

Section	Matters of Provincial Interest	Assessment
2	<p><b>Provincial Interest</b></p> <p><i>The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,</i></p> <p><i>f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;</i></p>	<p>The proposed development will make efficient use of existing and available infrastructure including transportation, water and wastewater services, and waste management systems.</p>
	<p><i>h) the orderly development of safe and healthy communities;</i>  <i>h. i) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;</i></p>	<p>It is intended that development will follow all relevant requirements of the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act. These matters will be addressed at the Site Plan and the Building Permit stage.</p>
	<p><i>j) The adequate provision of a full range of housing, including affordable housing;</i></p>	<p>The proposed development will provide a range of unit sizes and diversify the housing options available in the area.</p>
	<p><i>p) the appropriate location of growth and development;</i></p>	<p>The proposed development on the Subject Lands represent intensification within an existing neighbourhood in the Settlement Area, as such the site is an appropriate location for growth and development.</p>

Section	Matters of Provincial Interest	Assessment
	<p><i>r) the promotion of built form that</i></p> <ul style="list-style-type: none"> <li><i>i. is well-designed,</i></li> <li><i>ii. encourages a sense of place, and</i></li> <li><i>iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;</i></li> </ul>	<p>The proposal embodies a well designed development. Careful consideration has been given to the site's locational context. Elements of the design provide a compatible use and built form that is well integrated into the community, encourages a sense of place that will be of high quality design, safe, accessible, attractive, and vibrant.</p>

**Table 2: Provincial Policy Statement (2020) Assessment of Consistency**

Section	PPS Policy Section	Assessment
1.1	<i>Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns</i>	
1.1.1	<p><i>Healthy, liveable and safe communities are sustained by:</i></p> <p><i>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</i></p> <p><i>b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</i></p> <p><i>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</i></p> <p><i>d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</i></p> <p><i>e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</i></p>	<p>The proposed development will make efficient use of the current site by providing new residential units within an existing residential neighbourhood. The proposed development is cost-effective, as it will optimize existing transit and servicing infrastructure.</p> <p>The proposed development will result in 70 new residential units within a mix of 1, 2, and 3 bedroom units.</p> <p>The Subject Lands are not located near any areas identified for environmental protection or where public health or safety would be of issue.</p> <p>The Subject Lands are located within a settlement area as defined by the PPS. No expansion to the existing settlement area boundary is required to accommodate the proposed development.</p> <p>The proposed development represents intensification that contributes towards Provincial growth management directions. The proposed development is located within an existing residential neighbourhood and will optimize existing and available infrastructure</p>

Section	PPS Policy Section	Assessment
		thereby minimizing land consumption and servicing costs.
	<i>f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</i>	The proposed building will be constructed in accordance with the Ontario Building Code, AODA and all required accessibility standards. The proposed development will be located within close proximity to a range of services and amenities as identified in <b>Table 2</b> .
	<i>g) ensuring that necessary infrastructure, and public service facilities are or will be available to meet current and projected needs;</i>	The proposed development will make efficient use of existing and available infrastructure and will reduce servicing costs. A Functional Servicing Report was prepared by EXP in support of the proposed development, and demonstrates how the existing and proposed servicing has sufficient capacity to accommodate for the proposed development.
	<i>i) Preparing for the regional and local impacts of a changing climate.</i>	The proposal represents compact development on the Subject Lands which will support the use of alternatives forms of transportation and transit to reduce environmental impacts. Building and construction elements to address climate change and energy efficiency will be further defined through the site plan process.
<b>1.1.3</b>	<i>Settlement Areas</i>	
1.1.3.1	<i>Settlement areas shall be the focus of growth and development</i>	The Subject Lands are located within the Settlement Area of the Town of Oakville.

Section	PPS Policy Section	Assessment
1.1.3.2	<p><i>Land use patterns within settlement areas shall be based on densities and a mix of land which:</i></p> <p><i>a) Efficiently use land and resources;</i></p>	<p>The proposed development will make efficient use of land and resources through intensification.</p>
	<p><i>b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</i></p>	<p>Through intensification, the proposed development will make use of existing transportation, water, and wastewater infrastructure. A Functional Servicing Report, prepared by EXP is submitted in support of this application.</p>
	<p><i>c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;</i></p> <p><i>d) prepare for the impacts of a changing climate;</i></p>	<p>The proposed compact built form also serves to minimize impacts to climate change and promote energy efficiency by providing additional density in proximity to a number of community services and existing transit, reducing automobile reliance. Building and construction elements to address climate change and energy efficiency will be further defined through the site plan process.</p>
	<p><i>e) Support active transportation;</i></p>	<p>The proposed development will support the use of alternative forms of transportation as the proposal include bicycle parking for residents and visitors to promote active transportation. The Subject Lands are also located in close proximity to several community parks and a transit stop.</p>
	<p><i>f) Are transit-supportive, where transit is planned, exists or may be developed;</i></p>	<p>Residents will be able to easily access the property given its connectivity to the municipal sidewalks and that it is in close proximity to the bus stop located to the immediate southwest of the site, fronting Sixth Line on the east side, providing access</p>

Section	PPS Policy Section	Assessment
		<p>to route 13, 19 and 71. The current Route 13 provides access to Oakville GO all the way to Bronte GO. Route 19 operates between Oakville GO and Bronte GO. It is accessible at the northeast corner of the intersection of Sixth Line and McCraney Street West, approximately 300 m north of the subject site. Route 71 is a special school route that operated based on current known start and finish times of the school and do not operate on statutory holidays, school holidays, March Break or during the summer months. Route 71 (North) provides access from McCraney &amp; Montclair to Uptown Core.</p>
1.1.3.3	<p><i>Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.</i></p>	<p>The proposed development is located within close proximity to existing transit service. The proposed development consists of 70 new residential units, contributing to a diversified housing stock within Oakville. The accompanying Function Servicing Report demonstrates how the proposed development can be adequately serviced by existing infrastructure.</p>
1.1.3.4	<p><i>Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.</i></p>	<p>The proposal represents development in a compact form that will not result in public health and safety issues. The proposed compact built form and site layout are intended to facilitate transit and active transportation use, which will improve public health, reduce emissions, and lead to a healthier lifestyle for future residents.</p>



Section	PPS Policy Section	Assessment
1.4	<i>Housing</i>	
1.4.3	<p><i>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:</i></p> <ul style="list-style-type: none"> <li><i>a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans.</i></li> <li><i>b) permitting and facilitating:</i> <ul style="list-style-type: none"> <li><i>i. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and</i></li> <li><i>ii. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;</i></li> </ul> </li> <li><i>c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</i></li> <li><i>d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;</i></li> </ul>	<p>The proposed residential development will provide 70 units with a mix of unit types, and it will add to the mixture and range of housing options in the area.</p> <p>The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards. The proposed residential development will include one bedroom, two bedroom, and three bedroom units.</p> <p>The location of the proposed development is serviced by existing infrastructure and public service facilities to meet new resident needs.</p> <p>The proposal supports active transportation and transit use in the area by providing the opportunity for 52 bicycle parking and 18 visitor biking spaces for a total of 70 bicycle parking spaces. There is also a bus stop located adjacent to the Subject Lands along Sixth Line served by routes 13, 19 and 71. The current Route 13 and 19 provides access to</p>

Section	PPS Policy Section	Assessment
		<p>Oakville GO all the way to Bronte GO. Route 71 is a special school route that operated based on current known start and finish times of the school and do not operate on statutory holidays, school holidays, March Break or during the summer months. Route 71 (North) provides access from McCraney &amp; Montclair to Uptown Core.</p>
	<p><i>e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and</i></p>	<p>The proposed development will support transit through the provision of increased density.</p>
	<p><i>f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.</i></p>	<p>The proposed development for residential intensification will be serviced by existing infrastructure and a variety of public service facilities all located within walking distance of the Subject Lands, as demonstrated in Table 2, which will help meet the social, public health, and general well-being needs of current and future residents.</p>
1.5	<i>Public Spaces, Recreation, Parks, Trails and Open Space</i>	
1.5.1	<p><i>Healthy, active communities should be promoted by:</i></p> <p><i>a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;</i></p> <p><i>b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.</i></p>	<p>The proposed development supports a healthy and active community. The Subject Lands are situated in an area well served by existing facilities and park spaces.</p>

Section	PPS Policy Section	Assessment
1.6	<i>Infrastructure and Public Service Facilities</i>	
1.6.3	<p><i>Before consideration is given to developing new infrastructure and public service facilities:</i></p> <p><i>a) the use of existing infrastructure and public service facilities should be optimized; and</i></p> <p><i>b) opportunities for adaptive re-use should be considered, wherever feasible.</i></p>	<p>The proposal will effectively use existing infrastructure, as demonstrated in the FSR prepared by EXP.</p>
1.6.6	<i>Sewage, Water and Stormwater</i>	
1.6.6.1	<p><i>Planning for sewage and water services shall:</i></p> <p><i>a) accommodate forecasted growth in a manner that promotes efficient use of existing municipal sewage services and municipal water services.</i></p> <p><i>1. municipal sewage services and municipal water services.</i></p> <p><i>2. private communal sewage services and private communal water services, where municipal water services are not available for feasible;</i></p>	<p>The proposed development will operate on full municipal servicing, therefore promoting efficient use and optimization of existing infrastructure.</p> <p>The FSR prepared by EXP concludes that the the proposed development can be adequately serviced as follows:</p> <ul style="list-style-type: none"> <li>• water servicing can be provided with new fire and domestic water service connections to the existing 300 mm diameter watermain located on Sixth Line</li> <li>• sanitary servicing can be provided with a new sanitary service connection to the existing 300 mm diameter sanitary sewer on Sixth Line</li> <li>• sanitary capacity is available within the existing municipal sanitary system based on the findings from the downstream sanitary capacity analysis completed by EXP</li> </ul>

Section	PPS Policy Section	Assessment
		<ul style="list-style-type: none"> <li>storm servicing can be provided with a new storm service connection to existing 525 mm diameter storm sewer on Sixth Line</li> </ul>
	<p><i>b) Ensure that these systems can be provided in a manner that:</i></p> <ol style="list-style-type: none"> <li><i>1. can be sustained by the water resources upon which services rely;</i></li> <li><i>2. prepares for the impacts of a changing climate;</i></li> <li><i>3. is feasible and financially viable over their lifecycle; and,</i></li> <li><i>4. protects human health and safety, and the natural environment</i></li> </ol>	<p>The Subject Lands provide an opportunity to make optimal and efficient use of the available municipal infrastructure and services. The accompanying Functional Servicing Report demonstrates that the proposed redevelopment can be adequately serviced by the existing municipal sewage and municipal water systems, while providing for protection of human health and safety, and the natural environment.</p>
	<p><i>c) promote water conservation and water use efficiency;</i></p>	<p>The proposed development is able to be serviced with existing infrastructure, as demonstrated in the Functional Servicing Report, prepared by EXP.</p>
1.6.6.2	<p><i>Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas on existing municipal sewage services and municipal water services intensification and redevelopment shall be promoted, wherever feasible to optimize the use of services.</i></p>	<p>The proposed development is located within the Settlement Area and intends to connect to the existing municipal water and sewer services along Sixth Line. As such, the proposed development will not result in the establishment of new, unplanned municipal services.</p>
1.6.6.7	<p><i>Planning for stormwater management shall:</i></p> <p><i>a.) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;</i></p>	<p>The proposed stormwater management plan to service the site has been designed to ensure an optimized, feasible and viable management plan as set out in the Stormwater Management Report prepared by EXP.</p>

Section	PPS Policy Section	Assessment
	<p>b.) <i>minimize, or, where possible, prevent increases in contaminant loads;</i></p> <p>c.) <i>minimize erosion and changes in water balance and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;</i></p> <p>d.) <i>mitigate risks to human health, safety, property and the environment;</i></p> <p>e.) <i>maximize the extent and function of vegetative and pervious surfaces; and</i></p> <p>f.) <i>promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency and low impact development.</i></p>	<p>Based on the proposed grading and servicing design for the site, all post development runoff up to and including the 100-year storm event will be captured and controlled within a proposed underground SWM cistern before releasing flows to existing 525 mm diameter storm sewer on Sixth Line.</p> <p>The required SWM quality controls can be met with a proposed oil and grit filtration system positioned within the proposed SWM cistern.</p> <p>Emergency overland flow can be safely conveyed through the site to Sixth Line based on the proposed preliminary grading for the site.</p>
1.6.7	<i>Transportation Systems</i>	
1.6.7.2	<i>Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</i>	<p>The existing transportation infrastructure will be used and supported by the proposed development, which will also incorporate transportation demand management strategies as recommended in the high level Traffic Impact Study prepared by LEA.</p>
1.6.7.4	<i>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.</i>	<p>The proposed development provides for residential intensification on the Subject Lands. The Subject Lands are located within a residential area and are in close proximity to bus stops and parks, therefore supporting active transportation within the surrounding</p>

Section	PPS Policy Section	Assessment
		neighbourhood and transit service in the Town of Oakville.
1.6.10	<i>Waste Management</i>	
1.6.10.1	<i>Waste management systems need to be provided that are of an appropriate size and type to accommodate present and future requirements, and facilitate, encourage and promote reductions, reuse and recycling objectives.</i>	<p>The proposal will ensure an appropriate size and type for waste and recycling requirements. The proposed waste management plan for 70 units indicates that the refuse room will be 35.5 m<sup>2</sup> with the following:</p> <ul style="list-style-type: none"> <li>• Garbage Storage (Comp. Bin size 3yd<sup>3</sup>): 1 bin provided</li> <li>• Recycling Storage (Blue Cart 360L): 10 carts provided</li> <li>• Organic storage (Green Cart 360L): 3 carts provided</li> <li>• Bulk waste 11.0 m<sup>2</sup></li> </ul> <p>A trained on-site staff member will be available to maneuver bins for city pick-up and also to assist as a flagman when the garbage truck is reversing.</p> <p>Waste diversion system will include one chute with tri-sorter.</p>
1.7	<i>Long-Term Economic Prosperity</i>	
1.7.1	<i>Long-term economic prosperity should be supported by:</i>  <i>b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;</i>	The proposed development seeks to provide 70 residential units, of which 42 are one bedroom, 24 are two bedroom, and 4 are three bedroom.



Section	PPS Policy Section	Assessment
	<i>e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.</i>	The proposed development has been designed in a manner that is compatible with the surrounding built form, utilizing materials that are consistent with the adjacent developments. An Urban Design Brief, prepared by MHBC in support of the application concludes that the proposal adheres to the established vision and design direction of the Livable Oakville Plan and the Livable by Design Manual.
1.8	<i>Energy Conservation, Air Quality and Climate Change</i>	
1.8.1	<i>Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:</i>  <i>b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;</i>	The proposal supports active transportation and transit use in the area by providing the opportunity for 80 bicycle parking. There is also a bus stop located adjacent to the Subject Lands (on the east side of Sixth Line) serving routes 13 and 71.
	<i>e) encourage transit supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;</i>	The proposal encourages transit supportive development in the areas in proximity to existing infrastructure.
<b>4.0</b>	<i>Implementation and Interpretation</i>	
4.6	<i>The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.</i>	As further described in Section 4.7 of this report, the Livable Oakville Plan outlines the land use designations and policies applicable to the Subject Lands. The proposed redevelopment has been designed and planned in accordance with the high density residential designation policies, proposing a

Section	PPS Policy Section	Assessment
		mid-rise apartment building which is a permitted use and at a density of 184.2 in keeping with the maximum density permitted within the designation.

**Table 3: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (August 2020) - Assessment of Conformity**

Sections	Growth Plan Policy	Assessment
2.2.1	<i>Managing Growth</i>	
2.2.1.2	<p><i>Forecasted growth to the horizon of this Plan will be allocated based on the following:</i></p> <ul style="list-style-type: none"> <li><i>a) the vast majority of growth will be directed to settlement areas that:</i> <ul style="list-style-type: none"> <li><i>i. have a delineated boundary;</i></li> <li><i>ii. have existing or planned municipal water and wastewater systems; and</i></li> <li><i>iii. can support the achievement of complete communities;</i></li> </ul> </li> <li><i>c) within settlement areas, growth will be focused in:</i> <ul style="list-style-type: none"> <li><i>i. delineated built-up areas;</i></li> <li><i>ii. strategic growth areas;</i></li> <li><i>iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and</i></li> <li><i>iv. areas with existing or planned public service facilities;</i></li> </ul> </li> <li><i>d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;</i></li> <li><i>e) development will generally be directed away from hazardous lands;</i></li> <li><i>f) the establishment of new settlement areas is prohibited.</i></li> </ul>	<p>In accordance with Section 2 of the Growth Plan, the proposed development will focus growth and intensification to the existing built-up area of the Town of Oakville. The proposed development optimizes existing municipal water and wastewater servicing and provides for an appropriate level of intensification.</p> <p>The proposed use of the site will increase the density of the area, allowing for residential intensification and will support access to existing public transit services located in close proximity to the Subject Lands. The proposed development will contribute to a range of housing choice options in the community through the provision of various unit types and sizes.</p>
2.2.1.4	<p><i>Applying the policies of this Plan will support the achievement of complete communities that:</i></p>	<p>The proposed development will support the achievement of complete communities through the provision of residential uses. A mix of one bedroom, two bedroom and three bedroom units are proposed.</p>

Sections	Growth Plan Policy	Assessment
	<i>a.) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;</i>	
	<i>c.) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;</i>	The proposed development will contribute to the provision of housing options for residents by introducing new residential units in a mid-rise apartment.
	<i>d.) expand convenient access to:</i> <ul style="list-style-type: none"> <li><i>i a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;</i></li> <li><i>ii public service facilities, co-located and integrated in community hubs;</i></li> <li><i>iii an appropriate supply of safe, publicly accessible open spaces, parks, trails, and other recreational facilities; and</i></li> </ul>	The Subject Lands are located within walking distance of transit and other community amenities. Residents will be able to easily access the property given its connectivity to the municipal sidewalks and immediate access to routes 13, 19 and 71, contributing the convenient use of active transportation.
	<i>e.) provide for a more compact built form and a vibrant public realm, including public open spaces;</i>	The proposed development will provide a high-quality compact built form through appropriate height, massing and site layout.
2.2.2	<i>Delineated Built-Up Areas</i>	
2.2.2.3	<i>All municipalities will develop a strategy to achieve a minimum intensification target and intensification throughout delineated built-up areas, which will:</i>  <ul style="list-style-type: none"> <li><i>a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;</i></li> <li><i>b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;</i></li> <li><i>c) encourage intensification generally through the delineated built-up area;</i></li> </ul>	This OPA application has been prepared to allow for intensification within the delineated built-up area through implementing a 6-storey residential development.

Sections	Growth Plan Policy	Assessment
	<p>d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;</p> <p>e) prioritize planning and investment in infrastructure and public service facilities that will support intensification;</p> <p>f) be implemented through official plan policies and designations, updated zoning and other supporting documents.</p>	
2.2.6	<i>Housing</i>	
2.2.6.2	<p><i>Notwithstanding Policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:</i></p> <p><i>a.) planning to accommodate forecasted growth to the horizon of this Plan;</i></p> <p><i>b.) planning to achieve the minimum intensification and density targets in this Plan;</i></p> <p><i>c.) considering the range and mix of housing options and densities of the existing housing stock; and</i></p> <p><i>d.) planning to diversify their overall housing stock across the municipality.”</i></p>	<p>The proposed development represents residential intensification, which aims to support population growth within the Town of Oakville. The proposed development seeks to add a mix of residential units within the surrounding neighbourhood and Town of Oakville overall through the provision of 70 new residential units with varying unit types and sizes. Residential units are located on all 6 floors and include 70 units with a breakdown of 60% one bedroom units, 34.3% two bedroom units, and 5.7% three bedroom units. The proposed density of 184.2 units per hectare provides an appropriate level of intensification based on the local context and will contribute to the Town’s overall housing supply.</p>
2.2.6.3	<p><i>To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.</i></p>	<p>The proposed redevelopment will provide for a total of 70 residential dwelling units. Of these units, 60% will be one bedroom, and 34.3% will be 2 bedroom, and 5.7% will be</p>

Sections	Growth Plan Policy	Assessment
		three bedroom units, thereby contributing to the supply of new housing stock in the Town of Oakville to meet a range of needs



**Table 4: Region of Halton Official Plan (ROPA 49) - Assessment of Conformity**

Sections	Region of Halton Official Plan	Assessment
	<b>Part II – Basic</b>	
51	<p><i>The Regional Structure consists of the following mutually exclusive land use designations:</i></p> <p><i>(1) Urban Area, where urban services are provided to accommodate concentrations of existing and future development</i></p>	The Subject Lands are designated Urban Area in the Region of Halton Official Plan as indicated on Map 1 – Regional Structure (see Figure 22).
	<b>Part III – Land Use Designations</b>	
	<b>Urban Area and the Regional Urban Structure</b>	
72.1(1)	<i>To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.</i>	The proposed development will provide additional housing options within an existing neighbourhood area to support growth in close proximity to existing services, helping to achieve a complete healthy community.
72.1(2)	<i>To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.</i>	A compact built form is proposed that is transit supportive and will make efficient use of existing and available infrastructure.
72.1(3)	<i>To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.</i>	The proposal includes a mix of residential unit types that will contribute to the provision of housing options and to the achievement of a complete community.
72.1(9)	<i>To facilitate and promote intensification and increased densities.</i>	The proposed development represents an appropriate level of intensification within the Town of Oakville's residential area.
	<b>Housing</b>	
84	<i>The goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.</i>	The proposed development consists of a 6-storey apartment building with a total of 70

Sections	Region of Halton Official Plan	Assessment
		units, contributing to the housing supply in Region of Halton and Town of Oakville.
85 (4)	<i>To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.</i>	The proposal will increase the mix of housing by density and type in the immediate area. The new development will provide residential units of varying sizes ranging from one to three bedroom to accommodate a variety of housing options for future residents.
85 (8)	<i>To encourage the Local Municipalities and the buildings and development industry to develop innovative housing designs that stress flexibility in use, mix of compatible land uses, good environmental practices, universal physical access, public safety and security needs, cost-efficiency, affordability and energy and natural resource conservation while maintaining sound engineering and planning principles.</i>	The high quality design provides for a sustainable form of development built in accordance with sound engineering and planning principles.
85 (9)	<i>To encourage the Local Municipalities to maintain the quality of the existing housing stock.</i>	The increased residential density will more efficiently use the lands and increase the overall supply of housing in the area.
86 (6)	<i>Adopt the following housing targets:</i>  <i>a) that the per cent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter; and</i>	The proposed development consists of a 6-storey apartment building with a total of 70 units, adding to the new housing targets of the Region of Halton.
<b>PART IV HEALTHY COMMUNITIES POLICIES</b>		
140	<b><i>Environmental Quality</i></b>  <i>The goal for environmental quality is to achieve a high-quality environment, for this and future generations, that will sustain life, maintain health and improve the quality of living.</i>	The proposal embodies a high quality design. Careful consideration has been given to the site's locational context. Elements of the design provides a compatible built form that is well integrated into the existing community.

Sections	Region of Halton Official Plan	Assessment
142 (5)	<p><b><i>Air and Ambience</i></b></p> <p><i>To support urban forms that will reduce long distance trip-making and the use of the private automobile.</i></p>	The proposed development will make efficient use of existing public transit infrastructure in the area, reducing automobile dependency.
143 (4)	<p><i>Promote walking, cycling and public transit over other modes of transportation.</i></p>	As identified in the high-level TIS, prepared by LEA, the proposed development provides pedestrian/bicycle connections, which promotes walkability and cycling. The proposed TDM measures will help further reduce vehicle activity associated with the Subject Lands and encourage a lifestyle that largely relies upon transit and active transportation. Table 6-1 summarizes the proposed strategies and the expected auto trips reductions.
156 (1)	<p><i>It is the policy of the Region to:</i></p> <p><i>Require all proponents of development to have regard for the Healthy Communities Guidelines in considering and providing physical design features that promote safety and security.</i></p>	The proposed development will be implemented in accordance with all applicable public health and safety requirements.
	<p><i>Transportation</i></p>	
172 (9.1)	<p><i>The objectives of the Region are:</i></p> <p><i>To ensure development is designed to support active transportation and public transit.</i></p>	The proposed development is designed to support active transportation to existing public transit.
172 (12)	<p><i>To support the provision of public transit service, within reasonable walking distance and at reasonable cost, to all sectors of the public, including persons with a physical disability.</i></p>	The proposed residential development is in close proximity to existing transit route bus stops.

**Table 5: Livable Oakville Plan (August 2021 Office Consolidation) - Assessment of Conformity**

Sections	Livable Oakville Plan	Assessment
<b>Part B</b>	<b><i>Mission Statement and Guiding Principles</i></b>	
2.2	<i>Guiding Principles</i>	
2.2.1	<p><i>Preserving and creating a livable community in order to:</i></p> <p><i>a) preserve, enhance, and protect the distinct character, cultural heritage, living environment, and sense of community of neighbourhoods;</i></p> <p><i>b) direct the majority of growth to identified locations where higher density, transit and pedestrian oriented development can be accommodated.</i></p>	<p>The 6-storey built form is in keeping with the character of the surrounding neighbourhood where high density built form is located along 6<sup>th</sup> Line to the immediate south of the site.</p> <p>The proposed development represents an appropriate intensification opportunity through a logical extension of the existing High Density Residential designation to the south in a location well served by the Town’s transit system with access to bike routes and parks.</p>
2.2.2	<p><i>Providing choice throughout the Town in order to:</i></p> <p><i>a) enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs of the community through all stages of life;</i></p> <p><i>c) foster the Town’s sense of place through excellence in building and community design.</i></p>	<p>The proposed development will contribute to the provision of diversified housing within the Oakville community. The proposal will be developed with consideration for the Town’s urban design standards and will contribute to fostering a sense of place in the neighbourhood.</p>
<b>Part C</b>	<b><i>General Policies</i></b>	
4	<i>Managing Growth and Change</i>	
4.3	<p><b><i>Residential Intensification Outside of the Growth Areas</i></b></p> <p><i>It is the policy of the Plan that the key focus for development and redevelopment to accommodate intensification will be the locations identified as Growth Areas. Lands outside of Growth Areas are</i></p>	<p>The proposal provides for appropriate infill development that will preserve the character of the area through appropriate transition to the surrounding low density residential without adverse impacts.</p>

Sections	Livable Oakville Plan	Assessment
	<p><i>predominantly stable residential communities which consist of established neighbourhoods. While the Plan encourages intensification generally throughout the built up area, it also recognizes that some growth and change may occur in these areas provided the character of the areas is preserved and the overall urban structure of the Town is upheld. Intensification outside of the Growth Areas including additional intensification opportunities such as infill, redevelopment and greyfield and brownfield sites, will be considered in the context of this Plan.</i></p>	
6.9	<p><i>Built Form</i></p>	
6.9.1	<p><i>Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage.</i></p>	<p>The proposed development will be designed to create a sense of identity through massing, form, orientation, scale, architectural features and landscaping to be further reviewed and considered as part of a future Zoning By-law Amendment application.</p>
6.9.2	<p><i>Building design and placement should be compatible with the existing and planned surrounding context and undertaken in a creative and innovative manner.</i></p>	<p>Immediately north of the site is landscaped area and trail associated with the White Oaks Secondary School located north and east of the Subject Lands. North of the landscaped area and trail access is the Oakville Gardens Variety store and associated parking. Immediately east of the site is the landscaped open area associated with the White Oaks Secondary School with access from McCraney Street East. Low rise residential (single detached and semi-detached) are located to the east of the Subject Lands just south of the school lands. A 7-storey apartment building is located directly south of the Subject Lands. The 6-</p>

Sections	Livable Oakville Plan	Assessment
		storey proposed apartment building is compatible with the existing surrounding context in that it provides a unique opportunity for infill on a large lot that appropriately transitions to the surrounding low density residential.
6.9.5	<i>Buildings should present active and visually permeable façades to all adjacent streets, urban squares, and amenity spaces through the use of windows, entry features, and human-scaled elements.</i>	The proposed development will provide an active frontage through locating the building entrance close to Sixth Line to provide direct access for pedestrians.
6.9.6	<i>Main principal entrances to buildings should be oriented to the public sidewalk, on-street parking and transit facilities for direct and convenient access for pedestrians.</i>	The principal entrance to the building is located at the southwest corner of the building with direct access to Sixth Line.
6.9.9	<i>New development shall ensure that proposed building heights and form are compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks, façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm.</i>	The proposed 6-storey residential development is compatible with adjacent existing development, as there is a 7-storey apartment building directly south of the Subject Lands. The proposed design has incorporated appropriate setbacks, stepbacks and separation as described in detail in the policy analysis section of 11.1.9 below.
6.9.11	<i>Where appropriate, the first storey of a building shall have a greater floor to ceiling height to accommodate a range of non-residential uses.</i>	The ground floor of the proposed residential development has a greater floor to ceiling height of 4.0 m whereas the remainder of the floors implement approximately 3 metres in floor to ceiling height.
6.9.12	<i>New development should be fully accessible by incorporating universal design principles to ensure barrier-free pedestrian circulation.</i>	The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards.



Sections	Livable Oakville Plan	Assessment
6.9.13	<i>Rooftop mechanical equipment shall not be visible from view from the public realm.</i>	Rooftop mechanical equipment will be screened from the public realm to ensure that it is not visible. The design and location of the rooftop mechanical equipment will be finalized as part of the future Zoning By-law Amendment application.
6.10	<i>Landscaping</i>	
6.10.1	<i>Landscaping design and treatments should: a) enhance the visual appeal and human scale of development; b) create an attractive environment for pedestrian movement; c) frame desired views or focal objects; d) define and demarcate various functions within a development; and, e) provide seasonal variation in form, colour, and texture</i>	Proposed landscaping is currently shown conceptually on the Site Plan submitted with the application. A Landscape Plan will be submitted with the future Zoning By-law Amendment application.
6.11	<i>Pedestrian Access and Circulation</i>	
6.11.1	Access to pedestrian walkways should be barrier-free.	The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards.
6.11.2	<i>Developments should incorporate safe and direct access and circulation routes to and through the site that connect pedestrians to:  a) principal entrances of building(s), amenity areas and parking areas; b) the public sidewalk and transit facilities; and, c) adjacent developments, where appropriate.</i>	The main entrance for the building is located at the southwest corner of the building with direct access to Sixth Line provided through a sidewalk connection. A secondary entrance to the building is proposed at the rear to provide access for residents from the surface parking.
6.12	<i>Vehicular Access and Circulation</i>	
6.12.1	<i>Developments should incorporate safe and direct vehicular access and circulation routes with defined internal driving aisles to direct traffic, establish on-site circulation, and frame parking areas.</i>	The proposed development has been designed with one vehicular access point from Sixth Line that provides access to the, loading and garbage collection at the southeast corner of the building as well as the underground parking and surface parking

Sections	Livable Oakville Plan	Assessment
		located at the rear of the building which also acts as a turnaround. As identified in the TIS, prepared by LEA Consulting, no loading spaces are required for the proposal, however, one loading space is proposed. Several transportation demand management measures are proposed to reduce single-occupancy vehicle trips generated by the proposed development. This includes parking, cycling, transit, and pedestrian-based strategies.
6.13	<i>Parking</i>	
6.13.1	<i>To provide safe and attractive pedestrian environments, surface parking areas should be organized into appropriately sized areas (parking courts) separated by a combination of built form, landscaping, and pedestrian facilities.</i>	The surface parking area has been designed at the rear of the building to ensure an attractive pedestrian environment along the frontage of Sixth Line and to also separate the majority of the pedestrian traffic to and from the site from Sixth Line from the surface parking at the rear. A walkway connection is provided from the parking stalls to the secondary entrance to the building at the rear.
8.9	<i>Transit</i>	
8.9.4	<i>Plans for all new growth and new communities shall be designed with specific regard for the safe, convenient, and efficient provision of accessible transit service.</i>	The proposed development has convenient access to the bus stop located at the southwest corner of the site which is served by Routes 13 and 71. The current Route 13 provides access to Oakville GO all the way to Bronte GO. Route 71 is a special school route that operated based on current known start and finish times of the school and do not

Sections	Livable Oakville Plan	Assessment
		operate on statutory holidays, school holidays, March Break or during the summer months. Route 71 (North) provides access from McCraney & Montclair to Uptown Core.
8.10	<i>Active Transportation</i>	
8.10.1	<i>Walking and cycling are recognized as alternate modes of transportation that can play a positive role in improving mobility and quality of life as part of a balanced transportation system. A complete active transportation system in existing and new development areas will augment and provide connections to the road and transit system.</i>	LEA Consulting completed a high-level TIS which confirm the following with respect to the active transportation system surrounding the Subject Lands: <ul style="list-style-type: none"> <li>• The Subject Lands are located in an area serviced by Oakville Transit.</li> <li>• Cycling facilities located nearby the Subject Lands consist of bicycle lanes along Sixth Line and McCraney Street East, and a signed bike route along McCraney Street West. These bicycle lanes provide north-south and east-west connectivity to and from the subject site.</li> <li>• The area in which the Subject Lands are located is walkable, with continuous sidewalks available on both sides of each street in the study area.</li> </ul>
8.10.7	<i>In new developments, sidewalks should be required on both sides of all roads with the exception of:</i>  <i>a) residential roads with less than ten dwelling units or culs-de-sac, where sidewalks shall be required on only one side of the road;</i> <i>b) lanes, where no sidewalks shall be required; and,</i>	No new sidewalks are proposed as part of the development proposal, however, the proposal incorporates a pedestrian connection from the main entrance of the building to the existing sidewalk on Sixth Line.

Sections	Livable Oakville Plan	Assessment
	<i>c) a road flanking a natural feature, where a sidewalk shall be provided on the developed side only, subject to the availability of a trail facility on the other side of the road.</i>	
10.4	<i>Energy Conservation</i>	
10.4.1	<i>The Town shall promote and encourage development which minimizes energy consumption when evaluating planning applications by: a) seeking a compact urban form d) encouraging urban design that promotes energy conservation; e) promoting transit and modes of active transportation</i>	The proposed development provides for a residential development with a compact built form, proposing intensification of an underutilized site to promote energy conservation. The proposed development with the addition of 70 residential units will promote transit ridership and active transportation.
10.10	<i>Stormwater Management</i>	
10.10.1	<i>Stormwater management techniques shall be used in the design of new developments to control both the quantity and quality of stormwater runoff. In areas where soil types permit, on-site infiltration shall be encouraged to the maximum extent feasible.</i>	The FSR prepared by EXP states that the stormwater management requirements can be met with the proposed SWM control measures.
10.10.9	<i>All development shall follow the current Provincial and Federal guidelines for stormwater management (best management practices). The Town also encourages innovative stormwater management strategies, especially within the Growth Areas.</i>	The FSR prepared by EXP states that groundwater can be adequately managed in accordance to Town of Oakville standards where a hydrogeological investigation is recommended as part of the detailed process.
Part D	<i>Land Use Designations and Policies</i>	
11.	<b><i>Residential</i></b>  <i>The lands identified as Residential Areas on Schedule A1, Urban Structure, represent the areas that provide for stable residential communities.</i>	The urban structure of the LOP identifies the Subject Lands as being 'Residential Area' on Schedule A1 – Urban Structure ( <b>Figure 23</b> ). The Subject Lands are designated ' <b>Low Density Residential</b> ' on Schedule I – Central Land Use ( <b>Figure 24</b> ).

Sections	Livable Oakville Plan	Assessment
	<p><i>A variety of residential uses is accommodated through the three Residential land use designations: Low Density Residential, Medium Density Residential and High Density Residential. These designations provide for a full range of housing types, forms and densities.</i></p> <p><i>The majority of intensification and development within the Town is to occur within the Growth Areas as described in Part E. Intensification outside of the Growth Areas within the stable residential communities will be subject to policies that are intended to maintain and protect the existing character of those communities.</i></p>	<p>Intensification is proposed outside of a Growth Area, within a stable residential community and therefore the policies applicable to stable residential communities have been considered as part of this application.</p>
	<p><i>The following objectives shall apply to all Residential Areas:</i></p> <p><i>a) maintain, protect and enhance the character of existing Residential Area;</i></p> <p><i>b) encourage an appropriate mix of housing types, densities, design and tenure throughout the Town;</i></p> <p><i>c) promote housing initiatives to facilitate revitalization, compact urban form and an increased variety of housing alternatives;</i></p> <p><i>d) promote innovative housing types and forms to ensure accessible, affordable, adequate and appropriate housing for all socio-economic groups;</i></p>	<p>The proposed apartment is consistent with the character and built form in the surrounding area where a high density residential use exists adjacent to the Subject Lands along Sixth Line. The proposed development will have the appropriate setbacks to the adjacent semi-detached houses to the south-east of the Subject Lands as described in detail in the policy analysis section on Policy 11.1.9 below.</p> <p>The proposal will contribute to the housing mix in the area by adding one-, two- and three-bedroom units to the neighbourhood to provide a greater variety in housing typology for varying socio-economic groups.</p>
11.1.4	<p><i>Development shall conform with the policies relating to urban design and sustainability set out in Part C.</i></p>	<p>The proposed development aligns with the Town's urban design standards, contributing to the community's housing needs while fostering a distinct sense of place. The</p>

Sections	Livable Oakville Plan	Assessment
		assessment of Oakville’s LOP and Livable by Design Manual indicates that the proposal adheres to the established vision and design direction. The development aligns with both Provincial and municipal policies and regulations, marking it as an appropriate advancement for the Subject Lands.
11.1.8	<p><i>Intensification within the stable residential communities shall be provided as follows:</i></p> <p><i>a) Within stable residential communities, on lands designated Low Density Residential, the construction of a new dwelling on an existing vacant lot, land division, and/or the conversion of an existing building into one or more units, may be considered where it is compatible with the lot area and lot frontages of the surrounding neighbourhood and subject to the policies of section 11.1.9 and all other applicable policies of this Plan;</i></p>	<p>The Subject Lands are currently designated ‘<b>Low Density Residential</b>’ on Schedule I – Central Land Use (<b>Figure 24</b>). An OPA is proposed to redesignate the Subject Lands from Low Density Residential to High Density Residential in order to permit the proposed 6 storey apartment building.</p> <p>The policies of Section 11.1.9 are addressed below.</p>
11.1.9	<p><i>Development within all stable residential communities shall be evaluated using the following criteria to maintain and protect the existing neighbourhood character:</i></p> <p><i>a) The built form of development, including scale, height, massing, architectural character and materials, is to be compatible with the surrounding neighbourhood.</i></p>	<p>In terms of height, the proposed development seeks to incorporate a 6 storey apartment building along Sixth Line adjacent to an existing 7 storey apartment building to the immediate south of the Subject Lands which is already designated as High Density Residential. The proposed height in this regard is compatible and provides a consistent built form in terms of height along Sixth Line.</p> <p>In terms of scale and massing, the proposed development has been strategically sited on</p>

Sections	Livable Oakville Plan	Assessment
		<p>the Subject Lands to ensure that the majority of the built form and massing is located in close proximity to Sixth Line to provide an appropriate separation from the building to the existing semi-detached houses to the southeast fronting Redbank Crescent. Due to the unique narrow shape of the Subject Lands, the proposal has been designed to be massed in an east-west direction in order to maximize building area while also ensuring an appropriate design with adequate setbacks and stepbacks to the surrounding lots. A significant setback of 27 metres has been incorporated at the rear of the property to ensure that the majority of the built form is appropriate sited to ensure no shadow impacts to the semi-detached houses to the southeast fronting Redbank Crescent.</p> <p>In terms of the architectural character and materials, the proposal seeks to implement a high quality built form with a variety of materials. The building to the south is constructed fully of brick veneer and the one storey semi-detached houses to the southeast mostly utilize brick in their construction. The proposal seeks to incorporate a combination of cut stone veneer for the first two storeys and brick veneer for the third to fifth storeys. The sixth storey is proposed to be glass windows with tint clazing in bronze and aluminum frames.</p>



Sections	Livable Oakville Plan	Assessment
		<p>The mix of materials proposed is in accordance with the Town of Oakville’s Urban Design Guidelines and is compatible with the surrounding neighbourhood. The proposed building strategically divides the materials, creating distinct sections: a two-storey base building, a three-storey middle section, and a one-storey building top. This intentional breakdown contributes to a more pedestrian-scaled appearance, emphasizing a thoughtful design for enhanced pedestrian comfort and visual interest at the ground level.</p>
	<p><i>b) Development should be compatible with the setbacks, orientation and separation distances within the surrounding neighbourhood.</i></p>	<p>The proposed development seeks to intensify a large narrow and deep lot currently occupied by a single-detached house fronting Sixth Line. The Subject Lands are situated with an apartment building to the south, the school lands to the north, and low density residential to the southeast, therefore, the immediate context is inconsistent in terms of setbacks, orientation and separation distances.</p> <p>The neighbouring apartment building to the south is located on a large parcel with a total area of 1.09 hectares, much more significant than the Subject Lands with a total area of 0.38 hectares. The apartment building to the south was designed to provide large setbacks from all property lines to allow for significant at-grade parking including drive aisles and a</p>

Sections	Livable Oakville Plan	Assessment
		<p>drop-off area. The building is setback approximately 11.6 metres from Sixth Line, 10.6 metres to the south, 45.6 metres to the north and 33.9 metres to the east/rear. The majority of the parking on the site is located in the side yard to the north of the building (adjacent to the semi-detached dwellings fronting Redbank Crescent) and at the rear of the building which also fronts onto Redbank Crescent.</p> <p>There are four semi-detached dwelling units that share a property line with the Subject Lands located to the southeast of the site that front onto Redbank Crescent. These dwellings are all 1/1.5 storeys and have been designed with standard setbacks for detached dwellings with front and rear yards ranging from 8.27 m to 10.8 m and 14.22 m to 18.10 m, respectively.</p> <p>The proposal is setback 27 metres from the rear yard, locating the majority of the building footprint within the front two thirds of the property in order to provide appropriate separation distances to the existing dwellings fronting Redbank Crescent to minimize shadow impacts as shown in detail in the supporting Sun and Shadow Study. The parking area at the rear will also be appropriately buffered through the</p>

Sections	Livable Oakville Plan	Assessment
		<p>preservation of the existing trees, additional plantings and a fence, all to be finalized in detail as part of a future Landscape Plan with the Zoning By-law Amendment application.</p> <p>The proposal represents a good opportunity for appropriate infill development due to the large depth of the lot that allows for significant setbacks and appropriate separation distances to the low density residential while adding density to the Minor Arterial Road, Sixth Line.</p>
	<p><i>c) Where a development represents a transition between different land use designations or housing forms, a gradation in building height shall be used to achieve a transition in height from adjacent development.</i></p>	<p>The proposed development has incorporated appropriate setbacks and stepbacks in order to achieve an appropriate transition in height to the neighbouring low density residential. A large 27 metre setback has been incorporated from the rear lot line to the 1 storey vestibule on the eastern façade and a larger 37 metre setback has been incorporated from the rear lot line to the residential portion of the building. In terms of stepbacks, the residential portion of the building is stepped back from the vestibule 6.8 metres above the first storey to the east. The eastern façade is also further stepped back from the enclosed stairway 3.2 metres. These significant setbacks and stepbacks incorporated into the design provide an appropriate transition to the adjacent low density residential to the southeast.</p>

Sections	Livable Oakville Plan	Assessment
		<p>The proposal has also been designed to incorporate setbacks and stepbacks to the western façade fronting Sixth Line, where low density residential fronts the west side of the street. A 6 metre setback is incorporate from the front lot line to the first and second storey. The third to fifth storeys are stepped back an additional 6.4 metres and the sixth storey is stepped back an additional 6.4 metres. The setbacks and stepbacks to the front lot line provide an appropriate transition in height to the low density residential on the west side of Sixth Line.</p>
	<p><i>d) Where applicable, the proposed lotting pattern of development shall be compatible with the predominant lotting pattern of the surrounding neighbourhood.</i></p>	<p>No new lots are proposed as part of the proposed development as the development proposal seeks to develop the existing 0.38 ha lot currently occupied by a single detached house with the proposed 6 storey apartment building.</p>
	<p><i>e) Roads and/or municipal infrastructure shall be adequate to provide water and wastewater service, waste management services and fire protection.</i></p>	<p>The existing road network and municipal servicing infrastructure is adequate to service the proposal as demonstrated in the supporting TIS and FSR. Waste Management on the site includes the following:</p> <p>Type 'G' loading space will provide a minimum 4 m x 13 m area with minimum 6.1 m vertical clearance, minimum based of 300 mm of compacted 20 mm crusher run-</p>

Sections	Livable Oakville Plan	Assessment
		<p>limestone and finished to a minimum 300 mm depth of concrete with floor grade +/- 2% in loading space and staging area.</p> <p>Warning flashing beacon system and caution signage will be provided to caution motorists leaving the parking area of heavy vehicle activities in the area.</p> <p>All of the access driveways to be used by the Region waste collection vehicles have grades less than 8% and have a minimum vertical clearance of 4.4 m, a minimum width of 4.5 m and be 6 m wide at the point of ingress and egress.</p>
	<p><i>f) Surface parking shall be minimized on the site.</i></p>	<p>The majority of the parking is proposed to be underground, with 6 surface parking spaces located at the rear of the building to be appropriately screened from the public street. The parking area at the rear will also be appropriately buffered through the preservation of the existing trees, additional plantings and a fence, all to be finalized in detail as part of a future Landscape Plan with the Zoning By-law Amendment application.</p>
	<p><i>g) A proposal to extend the public street network should ensure appropriate connectivity, traffic circulation and extension of the street grid network designed for pedestrian and cyclist access.</i></p>	<p>This policy does not apply to the proposed development as there is no proposal to extend the public street.</p>
	<p><i>h) Impacts on the adjacent properties shall be minimized in relation to grading, drainage, location of service areas, access and circulation, privacy, and microclimatic conditions such as shadowing.</i></p>	<p>In terms of grading and drainage as identified in the SWM prepared by EXP, the proposed grading design generally maintains</p>

Sections	Livable Oakville Plan	Assessment
		<p>the existing drainage patterns for the site, while directing drainage away from building entrances and ensuring all major overland flow is conveyed in the southwesterly direction. High points within the parking areas have been positioned to minimize potential ponding within the parking and landscaped areas.</p> <p>The location of loading, site access and circulation have been designed along the southern limit of the site and are proposed to be properly screened from the existing residential to the southeast.</p> <p>In terms of microclimatic conditions such as shadowing, the supporting shadow impact study demonstrates that there are minimal impacts to the existing residential to the southeast.</p>
	<p><i>i) The preservation and integration of heritage buildings, structures and uses within a Heritage Conservation District shall be achieved.</i></p>	<p>This policy does not apply to the proposed development as it is not located within a Heritage Conservation District.</p>
	<p><i>j) Development should maintain access to amenities including neighbourhood commercial facilities, community facilities including schools, parks and community centres, and existing and/or future public transit services.</i></p>	<p>The proposed development is well served by area amenities as identified in Table 2 including schools and parks.</p>
	<p><i>k) The transportation system should adequately accommodate anticipated traffic volumes.</i></p>	<p>A high-level transportation impact analysis has been prepared in support of the application which confirms that the Subject</p>

Sections	Livable Oakville Plan	Assessment
		Lands are expected to generate up to 25 two-way vehicle trips during the weekday AM and PM peak hours. Given the minimal trips generated by the development, detailed capacity analysis is not necessary, and the proposed development is not anticipated to have a significant impact on the surrounding network.
	<i>l) Utilities shall be adequate to provide an appropriate level of service for new and existing residents.</i>	Existing utilities are adequate to service the proposed development. As stated in the FSR prepared by EXP, all the required utilities are located within the Sixth Line right-of-way adjacent to the site. Based on the nature of the proposed development and established load demands, utility staff have not indicated any issues with providing necessary utility service for the development to date.
11.2	<b><i>Low Density Residential</i></b>	
11.2.1	<b><i>Permitted Uses</i></b>  <i>The Low Density Residential land use designation may permit a range of low density housing types including detached dwellings, semi-detached dwellings and duplexes.</i>	The Subject Lands are currently designated ' <b>Low Density Residential</b> ' on Schedule I – Central Land Use ( <b>Figure 11</b> ). An Official Plan Amendment is proposed to redesignate the Subject Lands from Low Density Residential to High Density Residential.
11.2.2	<i>A density of up to 29 dwelling units per site hectare may be permitted in areas designated Residential Low Density.</i>	An Official Plan Amendment is proposed to redesignate the Subject Lands from Low Density Residential to High Density Residential. The proposed density is 184.2 units per hectare.
11.4	<b><i>High Density Residential</i></b>	



Sections	Livable Oakville Plan	Assessment
11.4.1	<p><i>Permitted Uses</i></p> <p><i>The High Density Residential land use designation may permit a range of high density housing types including multiple-attached dwelling units, apartments, retirement homes and long-term care homes.</i></p>	<p>The proposal is for a 6-storey residential apartment, which is permitted in the high density residential designation within the LOP. An Official Plan Amendment is required to permit the proposed apartment building through infill development to redesignate the Subject Lands from Low Density Residential to High Density Residential.</p>
11.4.2	<p><i>The density range is to be between 51 to 185 units per hectare.</i></p>	<p>The residential development proposes 184.2 units per hectare, conforming to the density range permitted in the High Density Residential designation as proposed in the Official Plan Amendment.</p>
Part F	<p><i>Implementation and Interpretation</i></p>	
28.2	<p><i>Site-specific Official Plan Amendments</i></p>	
28.2.1	<p><i>The Town shall evaluate site-specific amendments to this Plan within the context of the goals, objectives and policies of this Plan.</i></p>	<p>A draft Official Plan Amendment has been prepared to facilitate this development proposal and is included in Appendix D.</p>
28.2.2	<p><i>The proponent of an official plan amendment shall submit reports to the satisfaction of the Town demonstrating the rationale for the amendment in accordance with the submission requirements set out in Part F of this Plan.</i></p>	<p>The following reports have been submitted in support of the proposed development with this submission as identified in the November 2023 Preconsultation Checklist:</p> <ul style="list-style-type: none"> <li>• Planning Justification Report</li> <li>• Urban Design Brief</li> <li>• Functional Servicing Study/Report</li> <li>• Environmental Site Assessment (Phase 1)</li> <li>• High-level Transportation Impact Analysis</li> </ul>

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

Sections	Livable Oakville Plan	Assessment
	<p><i>i) satisfied all other applicable policies of this Plan.</i></p>	<p>well suited for intensification that has convenient access to existing transit and municipal services.</p> <p>The proposal does not result in adverse fiscal impacts for the Town as the proposed infill development will aid in the more efficient use of existing infrastructure and will optimize the use of an underutilized parcel of land for residential intensification.</p> <p>The proposed development is compatible with the existing and planned surrounding land uses and is an appropriate use for the land.</p> <p>The proposal is not more appropriately considered under a required comprehensive Official Plan review or municipal comprehensive review as it represents an appropriate opportunity for infill development that satisfies the policies of the LOP.</p> <p>The proposal and supporting OPA do not establish an undesirable precedent if approved as it represents an appropriate and logical extension of the existing High Density Residential land use designation and conforms with the policy directions for intensification within stable residential communities as identified in Section 11.1.9 of the LOP.</p>

Sections	Livable Oakville Plan	Assessment
		The proposal satisfies all other applicable polices of the LOP as discussed herein.

# APPENDIX **D**

## **DRAFT OFFICIAL PLAN AMENDMENT**

**Official Plan Amendment Number \_\_\_\_\_  
To the Town of Oakville’s Livable Oakville Plan**

**Constitutional Statement**

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

**Part 1 – The Preamble**

**1.0 Subject Land**

The Subject Lands are located on the east side of Sixth Line. The land is legally described as Part of Lot 15, Concession 2 South of Dundas Street, and municipally known as 1295 Sixth Line. The Subject Lands have an approximate area of 3,798.1 square metres (0.38 ha), and an approximate frontage of 27.76 metres along Sixth Line.

**2.0 Purpose and Effect:**

The purpose of the Official Plan Amendment is to modify Schedule I – Central Land Use to re-designate the Subject Lands from *Low Density Residential* to *High Density Residential*.

**3.0 Background and Basis:**

- The Subject Lands are designated “Low Density Residential” in accordance with ‘Schedule I’.
- The re-designation of the Subject Lands will support the Town’s objectives for intensification within the Town’s built boundary and in areas that are well served by existing public transit.
- The proposal is consistent with the policies of the Provincial Policy Statement and conforms with the policies of the Growth Plan for the Greater Golden Horseshoe and Region of Halton Official Plan, and generally conforms with the policies of the Livable Oakville Official Plan.
- The proposal seeks to re-designate the Subject Lands from *Low Density Residential* to *High Density Residential*.
- The site is located on Sixth Line, a Minor Arterial.
- The site is well served by existing services, amenities, transportation and transit systems and infrastructure.

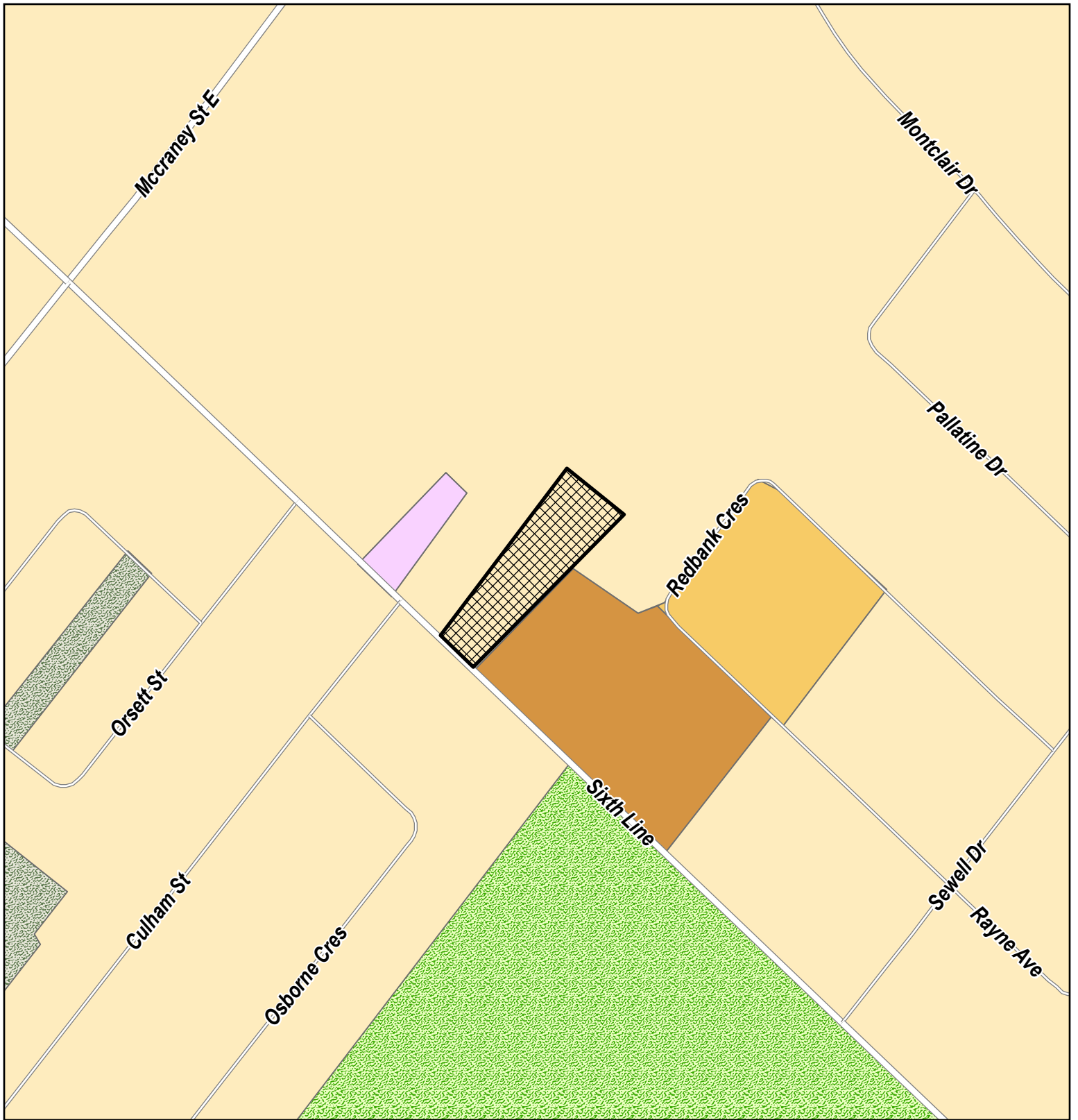
**Part 2 – The Amendment**

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

<b>Item No.</b>	<b>Section</b>	<b>Description of Change</b>
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1.	27.4. EXCEPTIONS, Central Exceptions – Schedule I	To redesignate the lands located at the east side of Sixth Line from <i>Low Density Residential</i> to <i>High Density Residential</i> .
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







Data Source:

# OFFICIAL PLAN AMENDMENT

## Schedule I: Central Land Use

### LEGEND

-  To be redesignated from *Low Density Residential* to *High Density Residential*
-  High Density Residential
-  Low Density Residential
-  Medium Density
-  Neighbourhood Commercial
-  Parks and Open Space
-  Private Open Space

Date: April 10, 2024

Scale: 1:3,000

N:\20326\C - 1295 6th Line, Oakville\1 - MHBC Documents\Technician Data\20326C GIS Data\



PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

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