



OAKVILLE

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2009-014

North Oakville West Secondary Plan

A by-law to adopt an amendment to the
Official Plan of the Oakville Planning Area,
Official Plan Amendment No. 289
North Oakville West Secondary Plan
(File No. 42.121.10)

COUNCIL ENACTS AS FOLLOWS:

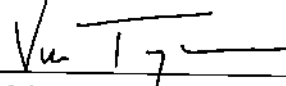
1. The attached Amendment Number 289 of the Official Plan for the Oakville Planning Area is hereby adopted.
2. Pursuant to Subsection 17(27) of the *Planning Act*, R.S.O. 1990, c.P.13 as amended, this Official Plan Amendment comes into effect upon the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to Subsections 17(24) and (25). Where one or more appeals have been filed under Subsection 17(24) and (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Municipal Board.
3. In the event that the Regional Municipality of Halton, being the Approval Authority, declares this Official Plan Amendment to be not exempt, the Clerk is hereby authorised and directed to make application to the Approval Authority for approval of the aforementioned Amendment Number 289 to the Official Plan for the Oakville Planning Area.

PASSED this 25th day of May

, 2009


Rob Burton

MAYOR


Vicki Tytaneck

A/ CLERK

**Official Plan Amendment
Number 289**

**to the
Official Plan
of**

**The Corporation of the
Town of Oakville**

***NORTH OAKVILLE WEST
SECONDARY PLAN***

Town of Oakville
Official Plan Amendment 289

Part 1, Constitutional Statement

Part 1 and Part 2 do not constitute operable parts of this amendment.

Part 3, “The Amendment” is part of this amendment.

Part 2, The Preamble

1. The Purpose

The purpose of the amendment is to incorporate a Secondary Plan for the lands north of Dundas St., and generally West of the Sixteen Mile Creek and the westerly limit of Lot 25, Concession 1, N.D.S. into the Official Plan in accordance with the provisions of Part C, Section 2.3 of the Official Plan.

2. Location

This amendment applies to all the land in the area of the Town bounded by (See Map 1):

- Highway 407;
- The centre line of Sixteen Mile Creek and the westerly limit of Lot 25, Concession 1, N.D.S.;
- Dundas Street (Regional Road 5); and;
- Tremaine Road.

3. Basis

The Town of Oakville Official Plan, as amended by Official Plan Amendment No. 198, designates on Figure B, General Land Use, the lands bounded by Highway 407; the centre line of Sixteen Mile Creek and the westerly limit of Lot 25, Concession 1, N.D.S.; Dundas Street and Tremaine Road as “Urban Special Study Area”.

The Official Plan includes detailed policies establishing general development objectives to guide the future development of this area. It also sets out the conditions which must be met before any development can proceed. In particular, Part C, Section 2.3.1 of the Official Plan requires approval of secondary plans with detailed public participation and based on detailed background studies.

The subject Official Plan Amendment has been prepared consistent with the 2005 Provincial Policy Statement, and in conformity with the policies of The Growth Plan for the Greater Golden Horseshoe, 2006, the Town of Oakville Official Plan and the Region of Halton Official Plan, after extensive study and public input. It has been developed as part of a comprehensive planning process for all of North Oakville. Background information which has been taken into consideration in the preparation of the amendment includes:

- Official Plan Amendment No. 198 and its related background studies;
- North Oakville Secondary Plan Charrette Conceptual Plans, September 2003;
- North Oakville Secondary Plan Study East of Sixteen Mile Creek Background Study, January 2004;
- North Oakville Secondary Plan Study West of Sixteen Mile Creek Background Study, February 2004;
- North Oakville Creeks Subwatershed Study, as amended, including the Planning Authorities Interagency Review Phase 1 and 2;
- North Oakville Secondary Plan Issues Response Report, November 17, 2004;
- Draft North Oakville Mixed Use Area Study Report, 2005;
- Provincial announcement related to Oakville Land Assembly (Ontario Realty Corporation (ORC)) lands west of Sixteen Mile Creek, November 2004;
- Studies carried out related to the Region's Official Plan Five Year Review;
- Region of Halton Transportation Master Plan and pertinent Environmental Assessment studies completed or underway;
- Halton Water and Wastewater Master Plan Review; and,
- Town of Oakville Environmental Strategic Plan.

Part 3, The Amendment

The Official Plan is amended as follows:

Item 1-

Table of Contents, Part E is amended to add a new Subsection 8 entitled 'North Oakville West Secondary Plan' and to modify the page numbers accordingly.

Item 2 -

The Map Table is amended to add the following:

Map 1 North Oakville Area Context

Figure NOW1 North Oakville West Secondary Plan Community Structure Plan

Figure NOW2 North Oakville West Secondary Plan Land Use Plan

Figure NOW3 North Oakville West Secondary Plan Natural Heritage Component of the Natural Heritage and Open Space System including Other Hydrological Features

Figure NOW4 North Oakville West Secondary Plan Transportation Plan

Item 3 -

Part A, Section 1.2, Constitutional Statement, is amended by the addition of the new letters "NOW1", "NOW2", "NOW3", and "NOW4" following the letter "NOE4".

Item 4-

Part E, Community, District and Special Study Area Plans, Section 4.1, Urban Area – North Oakville Special Study Area, is deleted with the exception of subsections h) and i) which are added to new subsection 8 as Sections 8.6.5.5 i) and 8.6.5.5 ii) respectively, and the subsequent sections are renumbered accordingly.

Item 5-

Part E, Community, District and Special Study Area Plans, is amended by adding a new Subsection 8 and Figures NOW1, NOW2, NOW3, and NOW4 as set out in Schedule 1 to this amendment.

Mapping

Item 6-

Figure B, “General Land Use Plan”, is amended as shown on Schedule “A” to this amendment by identifying the North Oakville West Secondary Plan Area; deleting all applicable designations in the North Oakville West Plan Area; and adding the following:

“NOTE: All designations for the North Oakville West Secondary Plan Area are found on Figures NOW1 through NOW4 inclusive, and are subject to the policies of Part E, Section 8.”

Item 7 -

Figure E, “Transportation Plan”, is amended as shown on Schedule “B” to this amendment by identifying the North Oakville West Secondary Plan Area; deleting all applicable designations in the North Oakville West Plan Area; and adding the following:

“NOTE: All designations for the North Oakville West Secondary Plan Area are found on Figures NOW1 through NOW4 inclusive, and are subject to the policies of Part E, Section 8.”

Item 8 -

Figure F1, “Natural Features”, is amended as shown on Schedule “C” to this amendment by identifying the North Oakville West Secondary Plan Area; deleting all applicable designations in the North Oakville West Plan Area; and adding the following:

“NOTE: All designations for the North Oakville West Secondary Plan Area are found on Figures NOW1 through NOW4 inclusive, and are subject to the policies of Part E, Section 8.”

Item 9 -

Figure F2, “Natural Features”, is amended as shown on Schedule “D” to this amendment by identifying the North Oakville West Secondary Plan Area; deleting all applicable designations in the North Oakville West Plan Area; and adding the following:

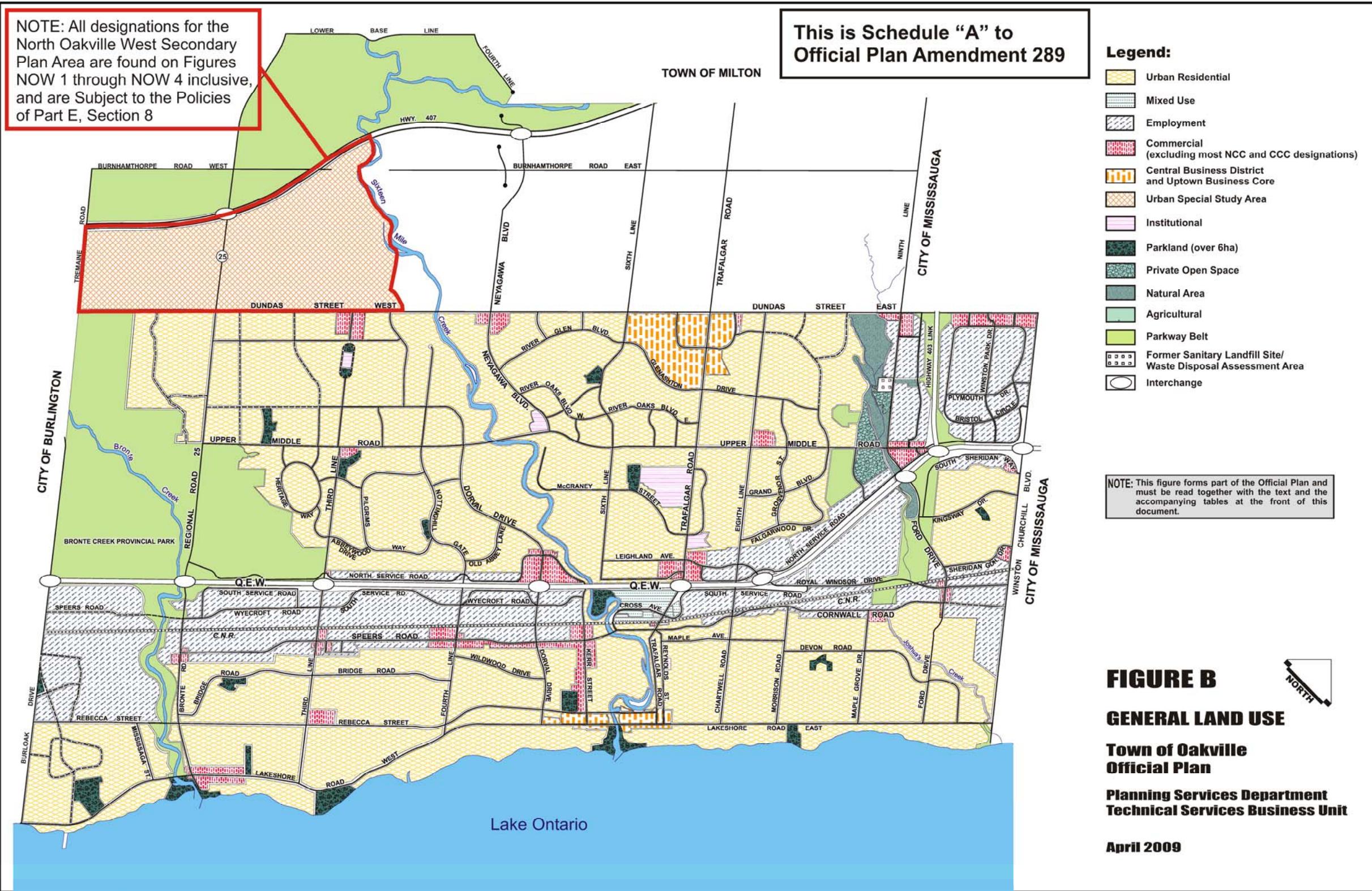
“NOTE: All designations for the North Oakville West Secondary Plan Area are found on Figures NOW1 through NOW4 inclusive, and are subject to the policies of Part E, Section 8.”

Item 10 -

Figure G, "Community Organization", is amended as shown on Schedule E to this amendment by modifying the eastern boundary of the Sixteen Hollow Community and identifying the deleted area as "Residential Communities" rather than "Employment Lands".

NOTE: All designations for the North Oakville West Secondary Plan Area are found on Figures NOW 1 through NOW 4 inclusive, and are Subject to the Policies of Part E, Section 8

This is Schedule "A" to Official Plan Amendment 289



- Legend:**
- Urban Residential
 - Mixed Use
 - Employment
 - Commercial (excluding most NCC and CCC designations)
 - Central Business District and Uptown Business Core
 - Urban Special Study Area
 - Institutional
 - Parkland (over 6ha)
 - Private Open Space
 - Natural Area
 - Agricultural
 - Parkway Belt
 - Former Sanitary Landfill Site/Waste Disposal Assessment Area
 - Interchange

NOTE: This figure forms part of the Official Plan and must be read together with the text and the accompanying tables at the front of this document.

FIGURE B

GENERAL LAND USE

Town of Oakville
Official Plan

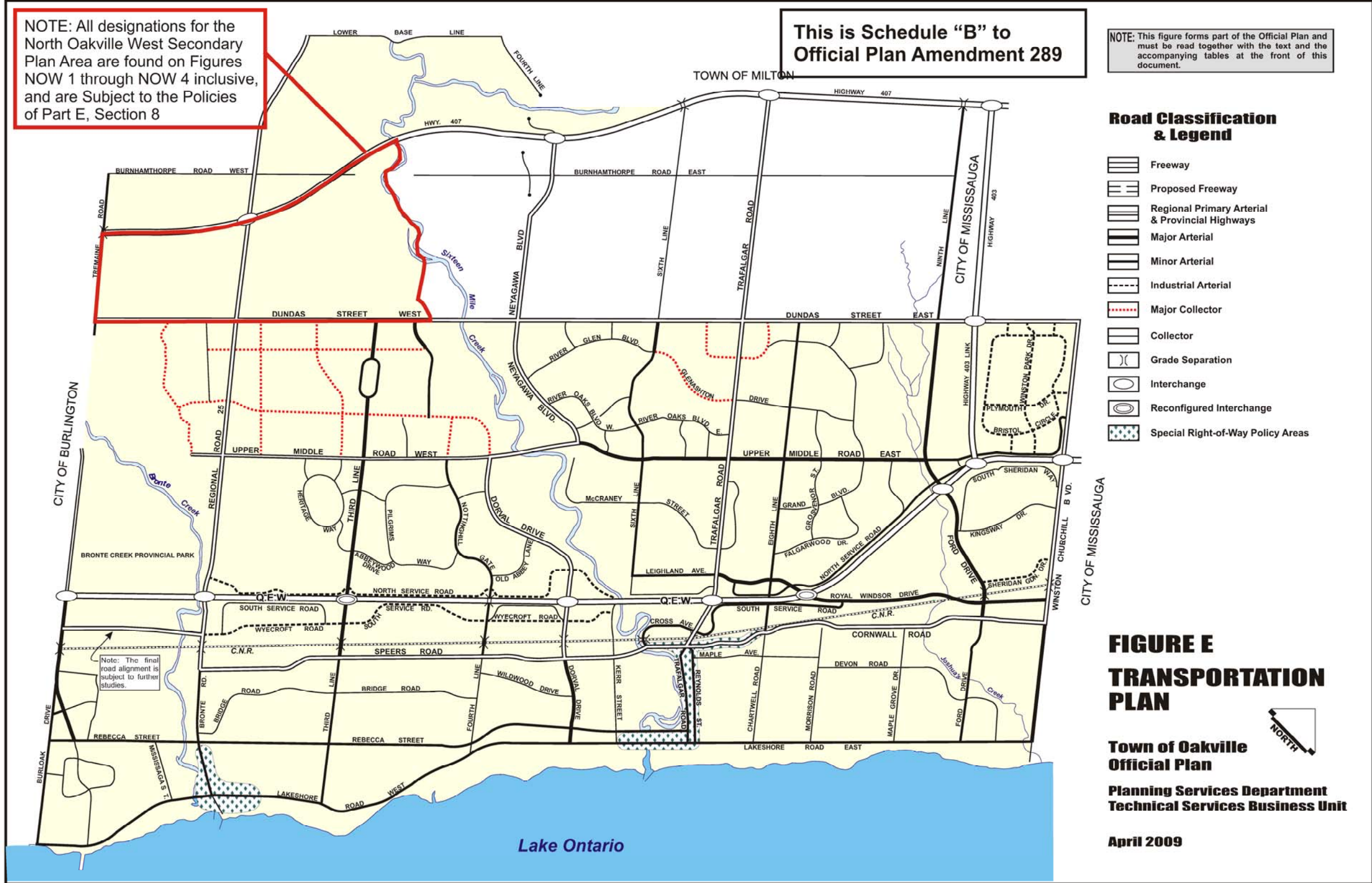
Planning Services Department
Technical Services Business Unit

April 2009

NOTE: All designations for the North Oakville West Secondary Plan Area are found on Figures NOW 1 through NOW 4 inclusive, and are Subject to the Policies of Part E, Section 8

This is Schedule "B" to Official Plan Amendment 289

NOTE: This figure forms part of the Official Plan and must be read together with the text and the accompanying tables at the front of this document.

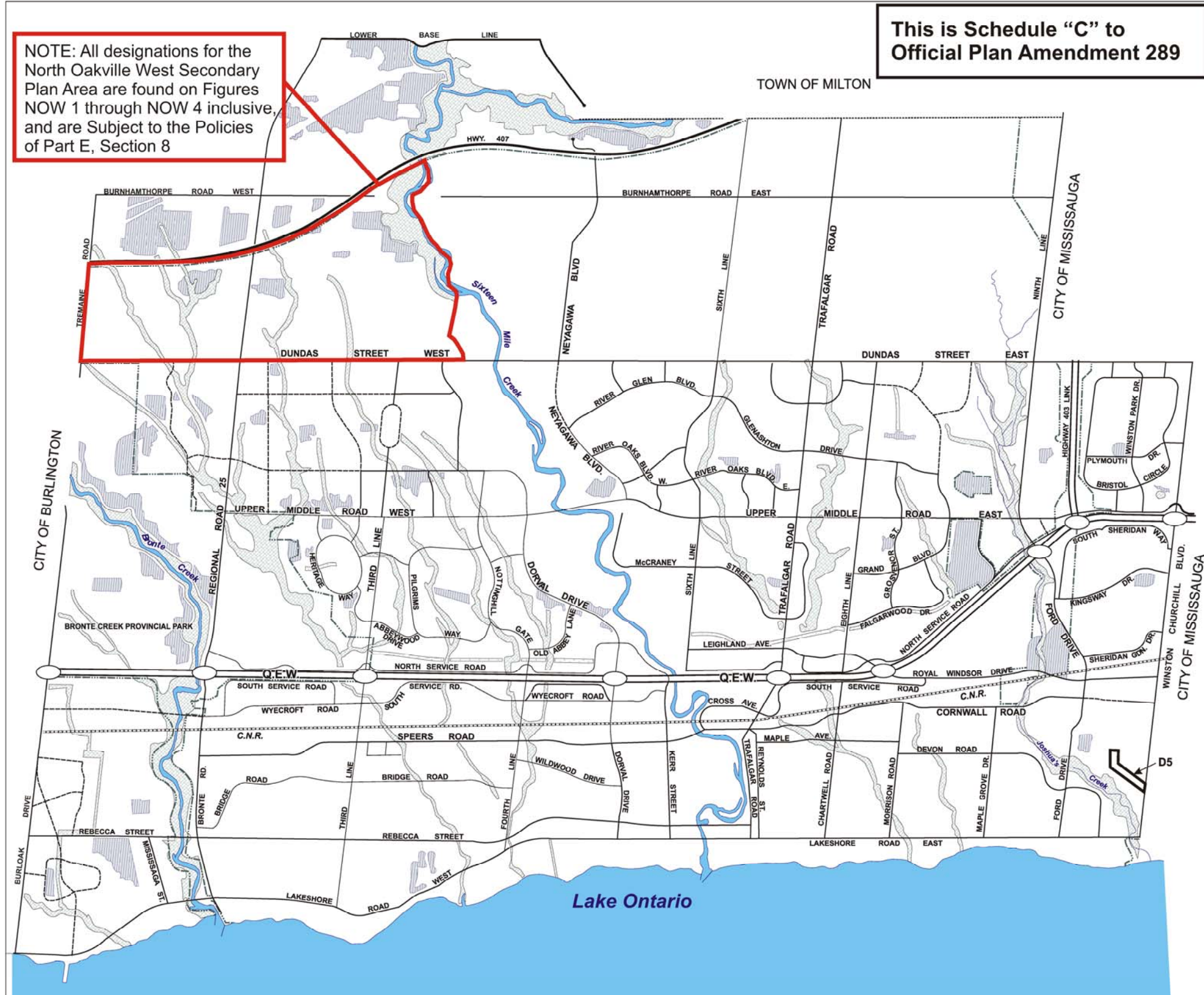


Note: The final road alignment is subject to further studies.

NOTE: All designations for the North Oakville West Secondary Plan Area are found on Figures NOW 1 through NOW 4 inclusive, and are Subject to the Policies of Part E, Section 8

This is Schedule "C" to Official Plan Amendment 289

NOTE: This figure forms part of the Official Plan and must be read together with the text and the accompanying tables at the front of this document.



Legend:





-  Valley Lands / Watercourse
-  Woodlands
-  Natural Corridor and Wildlife Habitat
-  Parkway Belt

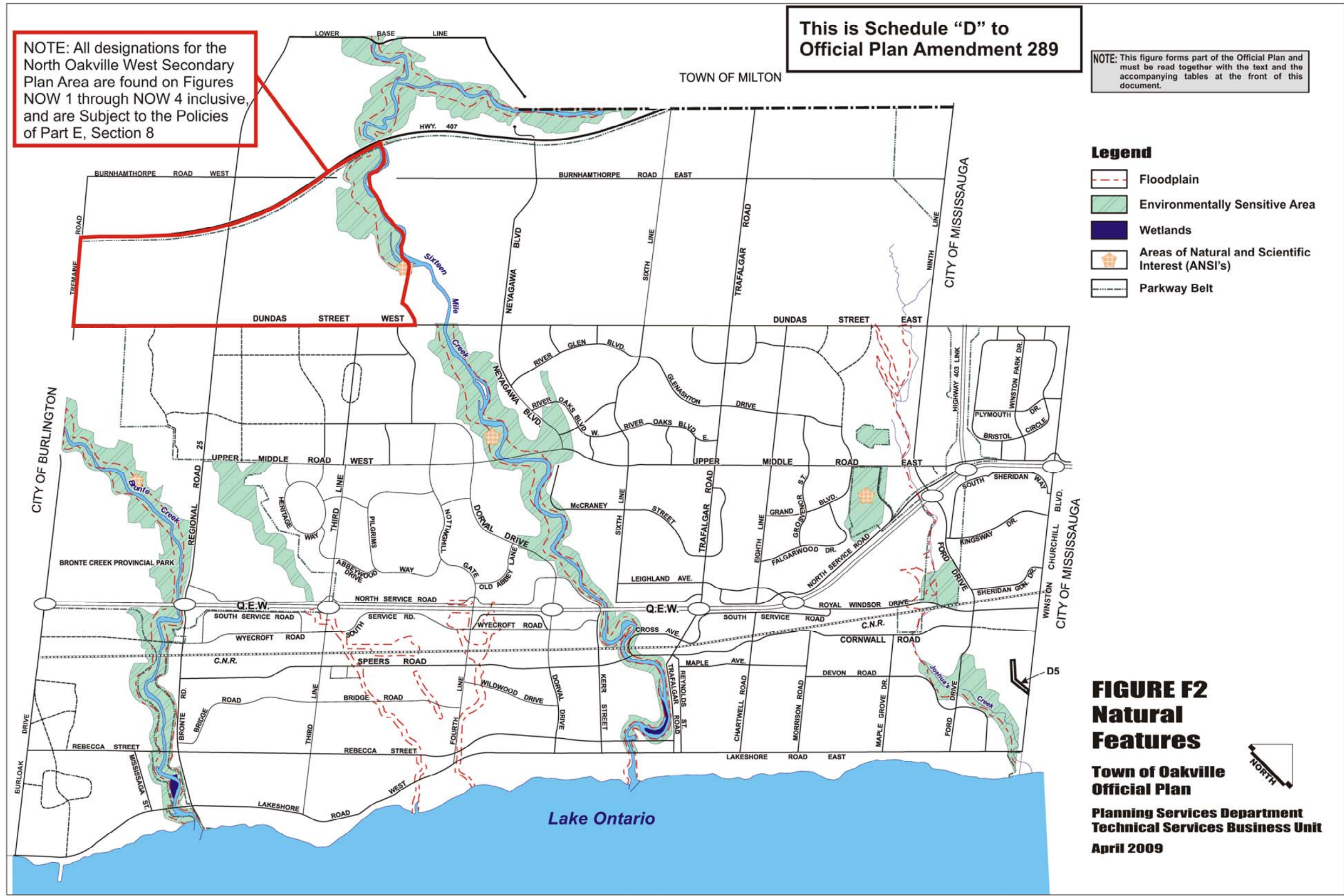
FIGURE F1
Natural Features
 Town of Oakville
 Official Plan
 Planning Services Department
 Technical Services Business Unit
 April 2009








NOTE: All designations for the North Oakville West Secondary Plan Area are found on Figures NOW 1 through NOW 4 inclusive, and are Subject to the Policies of Part E, Section 8

This is Schedule "D" to Official Plan Amendment 289

NOTE: This figure forms part of the Official Plan and must be read together with the text and the accompanying tables at the front of this document.



- Legend**
-  Floodplain
 -  Environmentally Sensitive Area
 -  Wetlands
 -  Areas of Natural and Scientific Interest (ANSI's)
 -  Parkway Belt

**FIGURE F2
Natural
Features**

Town of Oakville
Official Plan

Planning Services Department
Technical Services Business Unit

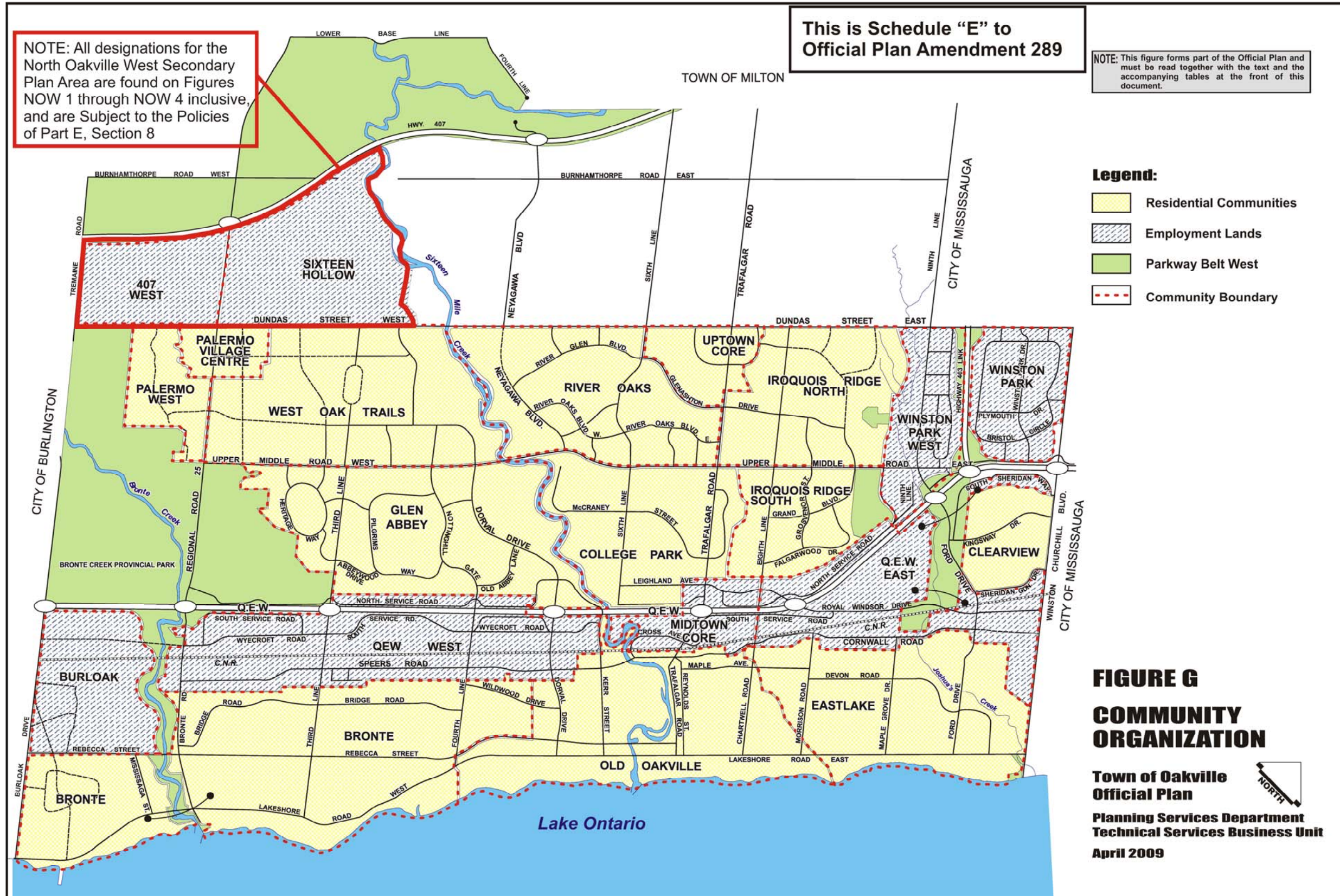
April 2009



NOTE: All designations for the North Oakville West Secondary Plan Area are found on Figures NOW 1 through NOW 4 inclusive, and are Subject to the Policies of Part E, Section 8

This is Schedule "E" to Official Plan Amendment 289

NOTE: This figure forms part of the Official Plan and must be read together with the text and the accompanying tables at the front of this document.



Schedule 1

**North Oakville West
Secondary Plan**

PART E SECTION 8
NORTH OAKVILLE WEST SECONDARY PLAN

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8.1 INTRODUCTION

8.1.1 PURPOSE

The purpose of the North Oakville West Secondary Plan is to establish a detailed planning framework for the future urban development of the North Oakville West Planning Area (also referred to in this Secondary Plan as the Plan Area, and as North Oakville West). The Planning Area is comprised of the 407 West and Sixteen Hollow industrial districts / employment lands located as identified on Figure G, Community Organization to the Official Plan.

8.1.2 LOCATION

The lands which are subject to the policies of the North Oakville West Secondary Plan are shown on Map 1, Area Context, and Figure NOW1, Community Structure Plan, and are bounded by:

- a) North: Highway 407;
- b) West: The centre line of Sixteen Mile Creek, and the westerly limit of Lot 25, Concession 1, N.D.S..
- c) South: Dundas Street (Regional Road 5); and,
- d) West: Tremaine Road.

8.1.3 SECONDARY PLAN STRUCTURE

The Secondary Plan includes the following maps:

- a) Map 1 Area Context
- b) Figure NOW1 Community Structure Plan
- c) Figure NOW2 Land Use Plan
- d) Figure NOW3 Natural Heritage Component of the Natural Heritage and Open Space System including Other Hydrological Features.
- e) Figure NOW4 Transportation Plan

The text of the Plan is structured as follows:

- a) Section 8.2 Community Vision;
- b) Section 8.3 Community Structure;
- c) Section 8.4 Sustainable Development Strategy;
- d) Section 8.5 Community Design Strategy;
- e) Section 8.6 Land Use Strategy;
- f) Section 8.7 Community Services Strategy;
- g) Section 8.8 Development Review;
- h) Section 8.9 Growth Management Strategy; and,
- i) Section 8.10 Implementation and Interpretation.

8.1.4 PLANNING PERIOD

The planning period for the Secondary Plan is from 2008 to 2021 and it will be reviewed a minimum of every five years. However, the Plan reflects the ultimate plan for North Oakville West and complete development may not be achieved within the planning period.

8.2 COMMUNITY VISION

8.2.1 PURPOSE

The community vision and objectives on which the Secondary Plan is based were developed when the North Oakville West lands were designated as “Urban Special Study Area”. They have been modified to reflect the results of the Secondary Plan process and are outlined in the following sections.

The community vision and objectives represent expressions of general intent and are not to be interpreted as direct statements of planning policy, rather they form a basis for the policies contained in the Secondary Plan. In particular, it is not proposed that they be applied directly in the evaluation of any development or redevelopment proposal.

8.2.2 VISION

North Oakville’s development as an urban community shall reflect Oakville’s distinct historical roots and small-town heritage and Trafalgar Township’s village rural heritage, with nodal development, prestige industry, and green linkages continuing to define Oakville’s unique landscape.

North Oakville should also be forward-looking. It should be a model of smart growth and social diversity. It should enhance the Town’s reputation for excellence and its capacity to link the past, present and future.

The design of North Oakville West, together with North Oakville East, will generally reflect the “Transect”¹, a system of classification of human habitats from the most rural which is reflected in the natural heritage and open space system, to the most urban conditions, which is reflected in urban core areas. The goal of the transect-based system is to make it possible for North Oakville West, together with North Oakville East, to sustain a complete palette of neighbourhoods and employment opportunities.

In keeping with the Transect, North Oakville West, together with North Oakville East, is planned as a compact, pedestrian-oriented, urban community containing a broad range of housing opportunities ranging from executive housing on large lots to high rise apartment units.

The character and pattern of the community will be significantly influenced by a planned natural heritage and open space system. This natural heritage and open space system is designed to protect the natural environment, provide a balance between active and passive recreation needs and contribute to the quality of life in North Oakville and the Town as a whole. A key component of the system will be the provision of an opportunity for residents and employees to use an extensive open space trail system.

The natural heritage and open space system helps to create definable neighbourhoods in North Oakville. These neighbourhoods will be known for their

¹ The Transect was developed by the firm of Duany Plater-Zyberk & Company.

walkable streets and their central nodes, which will include civic uses such as a transit stop and mail services, and may include a few small shops and services. These nodes will be popular neighbourhood meeting places and will generally be located within a five minute walk of the entire neighbourhood.

The community will be well served by an interconnected transit network which will provide residents and employees opportunities for an attractive alternative travel mode within North Oakville, and connections to the rest of the Town, as well as transit facilities which serve the Region and the Greater Golden Horseshoe.

A business park located along Highway 407 in North Oakville East and employment areas in North Oakville West provide a range of employment opportunities to residents of Oakville including prestige employment and office development at Trafalgar Road and the Highway 407. The jobs available in the North Oakville West Secondary Plan Area, in combination with those jobs in the North Oakville East Secondary Plan Area, help to create a live-work community.

8.2.3 GENERAL DEVELOPMENT OBJECTIVES

The following general development objectives will guide the future urban development of the Planning Area.

8.2.3.1 Environment and Open Space

- a) To establish as a first priority of the Town, a natural heritage and open space system, within the context of an urban setting, the majority of which is in public ownership.
- b) To create a sustainable natural heritage and open space system which provides a balance between active and passive recreational needs and links to the existing open space system within the Town.
- c) To identify, protect and preserve natural heritage features within the natural heritage component of the natural heritage and open space system and ensure that their use respects their functional role as natural areas within the ecosystem.
- d) To incorporate measures intended to achieve the goals of environmental protection and enhancement including energy conservation, greenhouse gas reduction, and increased utilization of public transit.
- e) To preserve and protect ESA's, ANSI's, provincially significant wetlands and significant woodlands which form the core of the natural heritage component of the natural heritage and open space system, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long term sustainability of the natural heritage component of the system within the urban context.

8.2.3.2 Employment

- a) To create employment districts which provide for a range of employment opportunities with access to major freeways, arterial road and transit systems.
- b) To reflect the strategic land use objectives as set out within the Halton Urban Structure Plan (April, 1994) especially regarding high quality, prestigious employment type uses along the Provincial Freeways.
- c) To create employment districts which complement and integrate the existing built form elements that are intended to remain within the community, and incorporate the best community planning and urban design practices available while integrating the area's natural heritage component of the natural heritage and open space system.
- d) To minimize travel time, traffic, greenhouse gases, servicing costs and energy costs through a variety of mechanisms, and particularly by providing an efficient land use arrangement with a mix of employment uses and tenures in close relationship to residential areas.
- e) To plan for and promote higher order employment densities at appropriate locations that maximize employment opportunities, particularly in areas where higher order/frequent transit service is planned.

8.2.3.3 Urban Design

- a) To provide integrated community design that coordinates land use, the natural heritage and open space system, the street network and built form to reinforce the community vision.
- b) To integrate important views and vistas of the natural heritage and open space system within community design.
- c) To create an urban fabric characterized by a connected street system that is responsive to the natural heritage and open space system and existing land uses.
- d) To promote building design variety that promotes an active, safe pedestrian realm within the streetscape.
- e) To design street sections that promote a sense of scale and provide for pedestrian comfort.
- f) To promote building forms that address the street and minimize the impact of garages and service areas on the streetscape.
- g) To create retail and service commercial development that has a strong relationship to streetscapes and major pedestrian ways.

- h) To integrate community and institutional uses at landmark locations.
- i) To create high quality employment areas which are easily accessed by trucks and other vehicular traffic, as well as transit, bicycles and pedestrians.

8.2.3.4 Transportation

- a) To create a system of roads and transportation corridors which promotes the safe, efficient circulation of traffic, including transit and non-vehicular traffic.
- b) To establish an efficient and linked, safe pedestrian movement system (cycleways and walkways) along with an appropriate distribution of land uses so that employees do not need to rely on the automobile to meet the recreational, shopping and commuter needs of daily life.
- c) To establish a transportation system that complements and supports the existing and future urban structure and land use pattern.
- d) To promote transit opportunities through community design, including a “transit first” policy to ensure that development including the phasing of development, proceeds in a manner which will be supportive of the early provision of transit services.
- e) To explore all modes of transportation including the use of HOV lanes, express bus lanes and transit rights-of-way on the existing and future road network in Oakville, as well as other innovative approaches to transit.
- f) To promote both local and higher order transit opportunities through land use arrangements, building orientation and streetscape design.

8.2.3.5 Servicing

- a) To provide for water and wastewater services, together with storm drainage works, reflecting the requirements of the various levels of government and minimizing their impact on the natural environment.
- b) To ensure that the development industry absorbs its share of the cost in the provision of the necessary infrastructure.

8.2.3.6 Cultural Heritage

- a) To encourage, where appropriate and feasible, the incorporation of cultural heritage resources, including their adaptive reuse, as part of the development of North Oakville West.

8.3 COMMUNITY STRUCTURE

8.3.1 PURPOSE

Figure NOW1, the Community Structure Plan, establishes a range of components which define the general arrangement of land use and activity for the Planning Area.

Each component of the Community Structure Plan has its own function which is described in the following sections, together with the ultimate population, housing and employment targets.

8.3.2 EMPLOYMENT DISTRICTS

Employment Districts refer to land designed to accommodate development of predominantly employment generating uses including a wide range of industrial and office development. Limited retail and service commercial uses designed to serve the businesses and employees will also be permitted within the Employment Districts.

8.3.3 NATURAL HERITAGE AND OPEN SPACE SYSTEM

The Natural Heritage and Open Space System for North Oakville West is part of a larger system which is intended to extend through all of North Oakville. It forms a central feature of the North Oakville West Planning Area. It is comprised of two components, a Natural Heritage component and an Open Space component.

a) The Natural Heritage component of the System is comprised of the following key areas as identified by the policies in the Plan:

i) Core Preserve Areas

The Core Preserve Areas include key natural features or groupings of key natural features, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long term sustainability of the Natural Heritage component of the System within the urban context.

ii) Linkage Preserve Areas

Linkage Preserve Areas include areas which are designed to link the Core Preserve Areas together to maintain and enhance their environmental sustainability. They follow natural features whenever possible and are intended to be of sufficient size and character, including buffers, to ensure the functionality and sustainability of the Natural Heritage component of the System.

iii) Glenorchy Conservation Area

The Glenorchy Conservation Area includes an area which the Province of Ontario has identified for restoration and enhancement

and which will be managed by Conservation Halton. This area provides a link between the 16 Mile Creek and the Core Preserve Area to the west of the Creek.

- iv) High Constraint Stream Corridor Areas
High Constraint Stream Corridor Areas include certain watercourses and adjacent riparian lands, including buffers measured from the stable top-of-bank or meander belts. These areas are located primarily inside Core and Linkage Preserve Areas, but are also found outside such areas. They must be protected in their existing locations for hydrological and ecological reasons.
 - v) Medium Constraint Stream Corridor Areas
Medium Constraint Stream Corridor Areas include certain watercourses and adjacent riparian lands, including buffers measured from the stable top-of-bank or meander belts. These areas are located primarily inside Core and Linkage Preserve Areas, but are also found outside such areas. They must be protected for hydrological and ecological reasons. These watercourses may be deepened and/or relocated in accordance with subsection 8.4.7.1 e).
 - vi) Other Hydrological Features
In addition, to the High and Medium Constraint Stream Corridor Areas, a number of other hydrological features have been identified in North Oakville West. These features are also part of the Natural Heritage component of the Natural Heritage and Open Space System to the extent they are maintained after development occurs.
- b) The Open Space component of the Natural Heritage and Open Space System includes open space areas such as stormwater facilities, public parks and schools. The Open Space component of the System will be designed, where possible, to connect to, and enhance the Natural Heritage component of the System.

8.3.4 EMPLOYMENT TARGETS

Part C, Section 4 of the Official Plan establishes the Town's general policies with respect to employment. The North Oakville West Secondary Plan has been designed to implement the direction of those policies, and in particular to:

- a) achieve a balance both in type and quantity between local employment opportunities and the resident labour force;
- b) actively encourage a diversification of employment opportunities in Oakville; and,
- c) encourage the growth of industrial commercial assessment.

The employment target for North Oakville West reflects these directions and the background studies undertaken for this Secondary Plan which have resulted in a

refinement to the targets for North Oakville identified in the North Oakville Strategic Land Use Options Study. The target is approximately 250 net hectares of employment land and 10,000 jobs at capacity, which may not be achieved within the 2021 planning period. This reflects a target of an average of 55 employees per net hectare. In addition, it is anticipated that there will be approximately 200 population related employees for a total target of 10,200 jobs at capacity. The achievement of these targets on a yearly basis shall not be required, however, the Town will review the achievement of the targets every five years and will monitor on an annual basis. Further, the total employment target which will be achieved in North Oakville will reflect the employment target for North Oakville West, in combination with the employment target for North Oakville East established in the North Oakville East Secondary Plan.

8.4 SUSTAINABLE DEVELOPMENT STRATEGY

8.4.1 PURPOSE

In keeping with the objectives of this Secondary Plan, the Town of Oakville is committed to the principle of sustainable development² in the development of North Oakville West, together with North Oakville East.

The Sustainable Development Strategy provides policies with respect to the implementation of this principle as it relates to development form, and specifically to the protection, conservation and enhancement of air, water and ecological features and functions, energy and other resources, and heritage resources.

8.4.2 DEVELOPMENT FORM

The North Oakville West Secondary Plan has been based on a conceptual design which, when combined with North Oakville East, maximizes the potential for sustainable development through such features as a modified grid road system which enhances the opportunity to provide transit, and a Natural Heritage and Open Space System.

In addition to the general direction implicit in the Plan, the Town will actively encourage development which is specifically based on the principle of sustainable development, including the development of Town facilities. The Town will also work with other public agencies to encourage them to follow these principles. Such development will be designed to:

- a) reduce the consumption of energy, land and other non-renewable resources;
- b) minimize the waste of materials, water and other limited resources;
- c) create livable, healthy and productive environments; and,
- d) reduce greenhouse gases.

8.4.3 AIR/ENERGY EFFICIENCY

The Town recognizes that air quality in North Oakville West, together with North Oakville East, will be significantly influenced by air pollutant emissions from outside the area. However, the Town will work to improve air quality and energy efficiency in North Oakville West:

- a) by directing through the Secondary Plan policies, and their implementation, through the evaluation of development applications, and through the initiation of municipal programs and works, consideration of the following land use and transportation strategies to minimize the amount of vehicular travel and emissions:

² The Bruntland Commission (1983) defined sustainable development as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs.”

- i) Concentrate activity centres such as commercial facilities, places of worship, recreation centres and schools;
 - ii) Encourage increased density near transit stops/stations and along transit routes commensurate with the type and frequency of transit service planned for that area and/or corridor;
 - iii) Provide pedestrian and bicycle facilities;
 - iv) Ensure an interconnected street network;
 - v) Develop a strategy for the provision of public parking facilities at key locations; and,
 - vi) Provide convenient and efficient transit service.
- b) by directing where the Town has jurisdiction, including through its engineering standards, and encouraging where it does not, measures to reduce the “urban heat island effect” including installation of reflective (or high albedo) roofs, installation of green roofs, increasing the reflective nature of pavement and planting of shade trees; and,
- c) by encouraging at the development application stage, the reduction of energy and residential combustion emissions through a range of approaches including commercial construction standards such as LEED or other published standards, the incorporation of Energy Star appliances, the physical layout of the plan having regard to energy conservation, and buildings powered by renewable energy sources, both passive and active.

8.4.4 APPLICATION REVIEW

- a) The Town shall actively encourage development which reflects the principle of sustainable development through a North Oakville Sustainable Development Checklist. The checklist will be used as a tool for assessing sustainable development features of applications, including the matters set out in Section 8.4.4 b)i) and b)ii) or other initiatives. Development shall generally meet the minimum level outlined by the checklist
- b) The Sustainable Development Checklist will encourage developments that:
- i) implement efficient and effective methods of providing energy through:
 - 1) the incorporation of alternative energy options including the use of renewable energy resources and/or district energy systems; and/or,
 - 2) minimizing energy needs and flat-lining the energy profile of the design of an area or a development.
 - ii) increase energy efficiency and minimize environmental impacts in building design through approaches including or similar to some or all of the following:

- 1) utilizing commercial construction standards such as LEED or other published standards;
- 2) incorporating opportunities for efficiencies through orientation and the use of passive solar energy and landscaping options;
- 3) incorporating the potential for future alternative uses and life stages in building design;
- 4) maximizing opportunities for waste reduction, reuse and recycling in the construction process, building design and community design;
- 5) maximizing opportunities for stormwater and grey water reuse including the use of permeable materials for the surfaces of parking lots and internal driveways/roads;
- 6) maximizing opportunities for application of stormwater management at the site level;
- 7) incorporating water conservation measures in all buildings and landscaping; and,
- 8) incorporating measures to reduce the “urban heat island effect” including installation of reflective (or high albedo) roofs, installation of green roofs, increasing the reflective nature of pavement and planting of shade trees.

8.4.5 WATER MANAGEMENT

The management of water resources within the North Oakville West Planning Area shall be undertaken in accordance with the directions established in the North Oakville Creeks Subwatershed Study. No amendments to the Secondary Plan shall be required to implement the recommendations of the Subwatershed Study or for changes to the number or location of stormwater management facilities in accordance with the policies of Section 8.6.2.2 a) of this Plan.

It is an objective of the Town that there be no net increase in phosphorus loadings as a result of development. It is recognized that this objective is achieved by requiring stormwater management ponds in North Oakville West to meet the MOE's Enhanced (Level 1) Guidelines. Provided the MOE's Enhanced (Level 1) Guidelines are met, there is no requirement to further analyze the total phosphorus during development approval.

Further, prior to draft approval of plans of subdivision, Environmental Implementation Reports will be required for each subcatchment area (See Appendix 8.2) in which they are located, in accordance with the policies in Section 8.8.3 a). The Environmental Implementation Reports, in concert with the North Oakville Creeks Subwatershed Study, fulfill the EIS requirements of the Region of Halton Official Plan.

8.4.6 NATURAL HERITAGE AND OPEN SPACE SYSTEM

8.4.6.1 Context

In accordance with objectives of this Secondary Plan, a Natural Heritage and Open Space System is to be established for North Oakville West. The Natural Heritage and Open Space System for North Oakville West is part of a larger system which is intended to extend through all of North Oakville. It forms a central feature of the North Oakville West Planning Area. It is comprised of two components, a Natural Heritage component, and an Open Space component.

8.4.6.2 Purpose

The purpose of the Natural Heritage and Open Space System is the establishment of a system, the majority of which is to be in public ownership, and the focal point of which is a linked natural heritage system enhanced by a range of open space facilities. The System is designed to protect the natural environment, provide a balance between active and passive recreational needs and contribute to overall quality of life in North Oakville and the Town as a whole.

The primary purpose of the Natural Heritage component of the Natural Heritage and Open Space System is to protect, preserve and, where appropriate, enhance the natural environment. The focus of the Natural Heritage component is on the protection of the key ecological features and functions of North Oakville. It will also contribute to the enhancement of air and water resources, and provide for limited, passive recreational needs.

The primary purpose of the Open Space component of the System is to provide for active recreational needs and community facilities. It also should be designed, where possible, to connect to, and enhance the Natural Heritage component of the Natural Heritage and Open Space System, as well as providing for passive recreational needs. Finally, the Open Space component of the System provides facilities which will assist in building social relationships within the North Oakville community.

8.4.6.3 Subwatershed Study

The policies of this Secondary Plan provide the framework for the Natural Heritage component of the System, however, the North Oakville Creeks Subwatershed Study provides the basis for its establishment and technical guidance for its implementation.

8.4.7 NATURAL HERITAGE COMPONENT OF THE NATURAL HERITAGE AND OPEN SPACE SYSTEM

8.4.7.1 Natural Heritage Designations

The Natural Heritage component of the Natural Heritage and Open Space System, reflecting an alternative Greenlands System as intended by the Regional Plan, is

comprised of lands designated “Natural Heritage System Area” on Figures NOW1, NOW2 and NOW4 and “Core Preserve Area”, “Linkage Preserve Area”, “Glenorchy Conservation Area”, “High Constraint Stream Corridor Area” and “Medium Constraint Stream Corridor Area” on Figure NOW3. It also includes watercourses and features designated as “Other Hydrological Features” on Figure NOW3, to the extent that they are maintained after development occurs, in accordance with the policies in Section 8.4.8.

The Natural Heritage System Area designation is comprised of the following key areas:

a) Core Preserve Areas

- i) The Core Preserve Area designation on Figure NOW3 includes key natural features or groupings of key natural features, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long term sustainability of the Natural Heritage component of the System within the urban context.
- ii) The Core Preserve Areas were designated based on an evaluation which considered the following criteria:
 - Diversity – Areas with diverse habitats and/or supporting a rich assemblage of species;
 - Size – Sufficient size to protect interior habitat;
 - Contiguity – Designed to create contiguous units;
 - Connectivity – The unit can be linked to other units;
 - Significance – Areas supporting significant species or habitats;
 - Representativeness – Areas which include appropriate representational features associated with areas of natural and scientific interest (ANSI) designations or a candidate ANSI designation, including the Trafalgar Moraine candidate ANSI; and,
 - Overall watershed functionality including hydrologic processes which protect the flow regime of receiving streams.

b) Linkage Preserve Areas

- i) The Linkage Preserve Area designation on Figure NOW3 includes areas which are designed to link the Core Preserve Areas together to maintain and enhance their environmental sustainability. They follow natural features whenever possible and are intended to be of sufficient size and character to ensure the functionality and sustainability of the Natural Heritage component of the System.

- ii) The length, width and general location of the Linkage Preserve Areas have been defined based on factors established through the North Oakville Creeks Subwatershed Study including:
- Composition of potential linkage feature;
 - Character of the surrounding habitats;
 - Presence and size of discontinuities; and,
 - Required buffers.
- c) Glenorchy Conservation Area
- The Glenorchy Conservation Area designation on Figure NOW3 includes an area which the Province of Ontario has identified for restoration and enhancement. This area, which will be managed by Conservation Halton, provides a link between the 16 Mile Creek and the Core Preserve Area to the west of the Creek.
- d) High Constraint Stream Corridor Areas
- High Constraint Stream Corridor Areas as designated on Figure NOW3 include certain watercourses with associated riparian lands, including buffers measured from stable top-of-bank and meander belts. These areas are located primarily inside Core and Linkage Preserve Areas, but are also found outside such areas. They must be protected in their existing locations for hydrological and ecological reasons in accordance with the directions established in the North Oakville Creeks Subwatershed Study.
- e) Medium Constraint Stream Corridor Areas
- Medium Constraint Stream Corridor Areas, as designated on Figure NOW3, include certain watercourses and adjacent riparian lands, including buffers measured from the stable top-of-bank or meander belts. These areas are located primarily inside Core and Linkage Preserve Areas, but are also found outside such areas. They must be protected for hydrological and ecological reasons. These watercourses may be deepened and/or relocated and consolidated with other watercourses provided that the watercourse feature, as well as the function of the watercourse, is maintained in accordance with the directions established in the North Oakville Creeks Subwatershed Study and Federal, Provincial and Conservation Authority regulations, and natural channel design is used. Where a Medium Constraint Stream Corridor Area is relocated, the land use designation of the abutting lands on Figure NOW2, not the Natural Heritage System Area designation, shall apply to the lands from which the stream is moved

8.4.7.2 Boundaries

The boundaries of the Core and Linkage Preserve Area, Glenorchy Conservation Area, and High Constraint Stream Corridor Area designations shall be maintained generally in accordance with the designations on Figure NOW3 and the North Oakville Creeks Subwatershed Study.

As part of the detailed planning process, minor modifications to the boundaries of these designations may be considered to reflect differences in scale and levels of detail, or to better integrate natural and urban land uses to achieve a more compact, efficient urban form. However, such minor modifications will not negatively impact the Natural Heritage component of the Natural Heritage and Open Space System as determined by the Town, in consultation with the Region of Halton and Conservation Halton, nor shall such minor modifications result in any significant decrease in the size of the Natural Heritage component of the System.

The location and boundaries of the Medium Constraint Stream Corridor Area designations on Figure NOW3 shall be determined in accordance with the directions established in the North Oakville Creeks Subwatershed Study and Federal, Provincial and Conservation Authority regulations during the preparation of the Environmental Implementation Reports (EIR) required by Section 8.8.3 of this Plan

Stream Corridor Components: Appendix 8.4 illustrates the required components of Stream Corridors and provides direction on how they are measured.

8.4.7.3 Permitted Uses, Buildings and Structures

- a) The only permitted uses in the Natural Heritage System Area designation shall be legally existing uses, buildings and structures, and fish, wildlife and conservation management. Development or land disturbances shall generally be prohibited.
- b) The only exceptions to the provisions of Section 8.4.7.3 a) shall be the uses in Subsection c), subject to the satisfaction of the Town, in consultation with the Region of Halton and Conservation Halton, provided that, prior to approving the location/construction of such uses a study shall be undertaken, except where an Environmental Assessment is required:
 - i) identifying potential negative impacts on the functions and features of the applicable designation during the construction and post-construction phases; and,
 - ii) demonstrating that alternative methods and measures for minimizing impacts have been considered and appropriate methods and measures will be applied.
- c) The potential permitted uses include:
 - i) Development or land disturbance in accordance with the directions of the North Oakville Creeks Subwatershed Study and any related Environmental Implementation Report, and Federal, Provincial and Conservation Authority regulations:
 - for required flood and stream bank erosion control;

- for fish, wildlife and conservation management;
- to accommodate a stormwater outfall; or
- in Medium Constraint Stream Corridor Areas, to relocate or deepen channels in accordance with Section 8.4.7.1 e);

provided that any required reconstruction of a watercourse is completed in a way that utilizes bio-engineering principles and practices, and maintains, and where possible, improves the form, characteristics and functions of the watercourse.

- ii) Roads and related utilities which shall:
- use non-standard cross sections designed to minimize any impacts on the natural environment;
 - only be permitted to cross the designation in the general area of the road designations shown on Figures NOW2 and NOW4 or as defined through an Environmental Assessment; and,
 - be designed to minimize grading in accordance with the directions established in the North Oakville Creeks Subwatershed Study.

Provided that such corridors shall:

- be required as transit routes or utility corridors;
 - be located outside natural features to the maximum extent possible, and where the applicable designation is narrowest and along the edges of applicable designations, wherever possible;
 - provide for the safe movement of species in accordance with the directions established in the North Oakville Creeks Subwatershed Study in the design and construction of any road or utility;
 - be kept to the minimum width possible; and,
 - be designed to keep any related structures or parts of structures outside the High Constraint Stream Corridor Area designated on Figure NOW3 to the maximum extent possible or as defined through an Environmental Assessment.
- iii) Expansion to existing water and wastewater services which are located on sites with existing facilities subject to any required Environmental Assessment.
- iv) Trails, interpretative displays or signage or other similar passive recreation uses consistent with the purpose of the applicable designation and provided that:

- for lands in the Linkage Preserve Area designation on Figure NOW3, such uses shall generally be located in the Linkage Preserve Area, but adjacent to the boundary of the linkage;
 - trails shall be permitted within the setback from the edge of the Sixteen Mile Creek Valley, and may be permitted within the Valley subject to the review of their impact on any environmentally sensitive features;
 - trails in stream corridors other than the Sixteen Mile Creek shall be permitted adjacent to the valley in the buffer; and,
 - trails in the Natural Heritage System Area designation be designed and located to minimize any impact on the natural environment.
- v) Stormwater management facilities established in accordance with the directions in the North Oakville Creeks Subwatershed Study provided that the final number, size and configuration of such facilities will be determined through any related Environmental Implementation Report or Functional Servicing Study and provided that generally such facilities shall, with respect to the designations on Figure NOW3:
- not be permitted in Core Preserve Areas and Glenorchy Conservation Area;
 - be limited where located in or adjacent to High and Medium Constraint Stream Corridor Areas which are not located within Linkage Preserve Areas as designated conceptually on Figure NOW3 , to areas:
 - outside the 100 year floodline;
 - outside the meanderbelt allowance which is the meanderbelt plus the factor of safety;
 - outside the erosion/access allowance measured from the meander belt or stable top-of-bank, except that some overlap of the access required for the stormwater management facility and the erosion/access allowance may be permitted in accordance with the directions established in the North Oakville Creeks Subwatershed Study, and to the satisfaction of the Town and Conservation Halton;
 - outside the confined valley; and,
 - provided that there is no loss of flood storage or conveyance;
- and,
- not be permitted in or adjacent to High and Medium Constraint Stream Corridors which are located within Linkage Preserve Areas as designated conceptually on Figure NOW3

In addition, the stormwater management facilities shall be designed to:

- be naturalized and unfenced, except where the facility abuts private property it may be fenced;
 - be as small as necessary; and,
 - have minimum access for maintenance.
- vi) Grading in the Natural Heritage component of the Natural Heritage and Open Space System for facilities outside of, but adjacent to, the Natural Heritage component of the System, such as lots, roads and public facilities, shall be permitted in accordance with the directions established in the North Oakville Creeks Subwatershed Study or appropriate Environmental Assessment.
- vii) A corridor shall be identified and may traverse the Core and Linkage Preserve Areas, the Glenorchy Conservation Area and High or Medium Constraint Stream Corridor Areas to facilitate the construction of a trunk sanitary sewer from the Burnhamthorpe Road/Highway 407 area to Third Line/Dundas Street in accordance with the Halton Water and Wastewater Master Plan Review (KMK, 2002). The location of the corridor shall be refined through a Municipal Class Environmental Assessment process by Halton Region in consultation with Conservation Halton and other stakeholders and facilitates the construction of a sewer which does not exceed Halton Region's standard for depth of sewer and is at such grade which meets the existing trunk sewer at Third Line and Dundas Street and maintains the capacity requirements identified in the Region of Halton's Water and Wastewater Master Plan.

8.4.8 OTHER HYDROLOGICAL FEATURES – NATURAL HERITAGE COMPONENT OF THE NATURAL HERITAGE AND OPEN SPACE SYSTEM

In addition to the High and Medium Constraint Stream Corridor Areas of the Natural Heritage component of the Natural Heritage and Open Space System, as designated on Figure NOW3, a number of other hydrological features have been identified in North Oakville West. These features are also part of the Natural Heritage component of the Natural Heritage and Open Space System to the extent they are maintained after development occurs. They are subject to specific policy direction as follows:

- a) The other hydrological features identified on Figure NOW3 include Hydrologic Features "A" and "B" and watercourses, with associated riparian lands, and setbacks from top-of-bank and meander belts, located outside the Core and Linkage Preserve Areas and the High and Medium Constraint Stream Corridor Areas.
- b) These features require protection for hydrological reasons, and their protection will also have ecological benefits. The features shall be managed in accordance with directions established in the North Oakville Creeks Subwatershed Study. In particular:

- i) Where watercourses are designated as “Low Constraint Stream Corridor Area” on Figure NOW3, the streams do not need to be maintained, but the function of the watercourse must be maintained in accordance with the directions established in the North Oakville Creeks Subwatershed Study and Federal, Provincial and Conservation Authority regulations;
 - ii) Other watercourses do not need to be maintained, although stream density targets as established by the North Oakville Creeks Subwatershed Study must be met;
 - iii) “Hydrologic Features “A” as designated on Figure NOW3 form part of High Constraint and Medium Constraint Stream Corridor Areas and serve a key hydrological purpose. If a Medium Constraint Stream Corridor Area in which a Hydrologic Feature “A” is located is to be moved or rehabilitated, it is intended that the Hydrologic Feature “A” will be reconstructed in the relocated or rehabilitated stream corridor such that the form and function of the Hydrologic Feature “A” is retained or enhanced. The reconstruction of the Hydrologic Feature “A” shall be carefully considered through a detailed hydrological and hydrogeological assessment as part of the Environmental Implementation Report. This assessment will also include an evaluation of any ecological benefits of the Feature;
 - iv) “Hydrologic Features “B” may be relocated and consolidated with other wet features, wetlands or stormwater management ponds, provided the hydrologic function of the feature is maintained.
- c) Permitted uses shall be in accordance with the policies of Section 8.4.7.3.

8.4.9 OPEN SPACE FACILITIES – OPEN SPACE COMPONENT OF THE NATURAL HERITAGE AND OPEN SPACE SYSTEM

In addition to the Natural Heritage component of the Natural Heritage and Open Space System, additional open space areas such as public parks and stormwater management facilities currently exist or will be established. These will form the Open Space component of the Natural Heritage and Open Space System:

a) Stormwater Management Facilities

Stormwater management facilities located outside of the Natural Heritage and Open Space System shall be developed in accordance with the policies of Section 8.6.2.2 a) of this Plan.

b) Public Parks

Public parks shall be developed in accordance with the policies of this Plan in Sections 8.6.6 and 8.7.4.

8.4.10 NATURAL HERITAGE AND OPEN SPACE SYSTEM SECUREMENT

- a) The following designations on Figure NOW3 comprise the Natural Heritage component of the Natural Heritage and Open Space System. These designations do not imply that the lands will be purchased by the Town or a public agency or that they are free or open to the public:
 - i) Core Preserve Area;
 - ii) Linkage Preserve Area;
 - iii) High Constraint Stream Corridor Area; and,
 - iv) Medium Constraint Stream Corridor.

This policy is also applicable to the Other Hydrological Features designated on Figure NOW3 which are also part of the Natural Heritage component of the System.

The public portions of the Open Space component of the Natural Heritage and Open Space System will generally be acquired in accordance with the provisions of the Planning Act and Section 8.7.4.5 of this Plan with respect to parkland acquisition.

- b) Notwithstanding the foregoing, the Town recognizes that public securement of the lands in the Natural Heritage component of the Natural Heritage and Open Space System will provide opportunities for enhanced management of the lands in the System. The Town will investigate all options for the securement of lands in the Natural Heritage component of the Natural Heritage and Open Space System
- c) Lands in the Natural Heritage component of the Natural Heritage and Open Space System, while recognized as part of the parkland hierarchy, shall not be acceptable as parkland dedication under the Planning Act unless:
 - i) the lands can be used without impact on environmental quality or function for some passive open space/recreational use such as a trail use or interpretative display in conjunction with adjacent active parkland which is located outside the Natural Heritage component of the Natural Heritage and Open Space System; and,
 - ii) the Town is satisfied that sufficient land has been dedicated, or cash-in-lieu has been provided, to satisfy the Town's requirements for active parkland for the development.

8.4.11 RELATIONSHIP OF NATURAL HERITAGE AND OPEN SPACE SYSTEM TO REGIONAL GREENLANDS DESIGNATIONS

The policies and designations of Sections 8.4.6, 8.4.7, 8.4.8, 8.4.9 and 8.4.10 of this Plan are the policies and designations applicable to the lands in the Natural Heritage and Open Space System. However, for the purposes of the Regional Plan, the lands designated "Natural Heritage System Area" shall be regarded as being part of the Greenlands B designation of the Regional Plan, with the

exception of the following lands which shall be regarded as being part of the Greenlands A designation of the Regional Plan:

- i) lands included in the Regulatory Flood Plains;
- ii) any lands which may be designated as Provincially Significant Wetlands as determined by the Ministry of Natural Resources, and refined from time to time; and,
- iii) significant portions of the habitat of endangered and threatened species, as determined by the Ministry of Natural Resources, and refined from time to time.

In addition, any lands defined as Regulatory Flood Plain, as defined by the Regional Official Plan, outside of the Natural Heritage component of the Natural Heritage and Open Space System, shall be regarded as being part of the Greenlands A designation of the Regional Plan.

8.4.12 NATURAL HERITAGE COMPONENT MANAGEMENT

The Natural Heritage component of the Natural Heritage and Open Space System shall generally be managed in accordance with the directions established in the North Oakville Creeks Subwatershed Study Implementation Report.

8.4.13 FLOOD CONTROL

8.4.13.1 Floodplains

Notwithstanding the designations and policies of this Secondary Plan, development in floodplain areas shall generally be governed by the policies of Part D, Section 4.3.2.2 b) and c) of the Official Plan. However, where specific direction is provided by the North Oakville Creeks Subwatershed Study, that Study shall be the governing document. This study includes a figure which shows the current extent of floodplains in North Oakville. In addition, any development in floodplain areas is subject to the approval of Conservation Halton under Ontario Regulation 162/06, as amended or replaced. Further, the floodplain limits shall be established, in accordance with Environmental Implementation Reports or other studies carried out in accordance with the North Oakville Creeks Subwatershed Study and approved by Conservation Halton. Such studies shall be prepared according to terms of reference approved by the Town of Oakville and Conservation Halton, at the cost of the applicant.

8.4.13.2 Peak Stormwater Flow Control

The North Oakville Creeks Subwatershed Study recommends that stormwater targets include control of the peak flow to predevelopment levels for various return periods, including the Regional Storm. Through the land development application process, an investigation of the potential increase to flood risk may be carried out to confirm if Regional Storm controls are necessary, in accordance with the directions established in the North Oakville Creeks Subwatershed Study.

8.4.14 CULTURAL HERITAGE RESOURCES

The protection of cultural heritage resources is governed by the requirements of the Ontario Heritage Act, as amended. The following policies, in conjunction with the requirements of the Ontario Heritage Act, provide the framework for the protection of cultural heritage resources in North Oakville West.

8.4.14.1 Designation of Cultural Heritage Resources

- a) The Ontario Heritage Act permits the Town to prohibit the demolition or removal of property designated under the Act or to attach terms and conditions to the approval of demolition, subject to an appeal to the Ontario Municipal Board. Absent a heritage easement agreement, the designation of a property provides the maximum degree of protection to the cultural heritage resource.
- b) In addition to properties which are already designated (See Appendix 8.1), the Town may consider the designation of additional properties and heritage conservation districts pursuant to the provisions of the Ontario Heritage Act subject to an assessment based on the criteria prescribed by Provincial regulation. Properties which may be considered for designation are listed in the Town's register of heritage properties.

8.4.14.2 Register of Heritage Resources.

The Town shall maintain a register of cultural heritage resources in accordance with the requirements of the Ontario Heritage Act.

8.4.14.3 Integration of Heritage Resources

- a) In evaluating development applications, the Town shall:
 - i) encourage the use or adaptive reuse of cultural heritage resources, or key components of such resources, whenever possible as part of the new development in situ, or on an alternate site; or,
 - ii) where resources which are not designated, and are not to be conserved, request the documentation of such resources in a cultural heritage report with a detailed property history, architectural description and photographic recording.
- b) The Town may also take additional steps to recognize the heritage of North Oakville West, including:
 - i) the use of interpretative plaques and displays;
 - ii) integration of cultural heritage landscape features into public parkland or other public facilities where feasible and appropriate;

- iii) commemorating historic persons, families and events in the naming of public buildings, streets, parks and other public places; and,
- iv) provision of incentives to encourage the retention of cultural heritage resources such as the establishment of an area of publicly owned land for their relocation.

8.4.15 ARCHAEOLOGICAL RESOURCES

The Town shall determine the potential for impacts to archaeological resources from any new development based on the Stage 1 Archaeological Assessment of North Oakville Secondary Plan, West of Sixteen Mile Creek. Where such potential is determined to exist, the proponent shall retain a consultant to carry out a Stage 2 archaeological assessment of the subject property before any grading, pre-servicing or construction activities begin.

The Stage 2 archaeological assessment will be used to determine areas of archaeological resources. Development and site alteration shall only be permitted on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved by removal and documentation or by preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site may be permitted as determined by the archaeological assessment.

8.5 COMMUNITY DESIGN STRATEGY

8.5.1 PURPOSE

This section outlines general design policies for North Oakville West, as well as specific policies for Employment Districts and existing development.

8.5.2 MASTER PLAN

- a) The North Oakville West Master Plan in Appendix 8.3 to the Official Plan is intended to illustrate graphically the design of the North Oakville West Planning Area and how the policies and Figures of the North Oakville West Secondary Plan are to be implemented. The spacing, function and design of intersections of Local Roads with Major Arterial/Transit Corridors (i.e. Regional arterials) shown on Appendix 8.3 have not been approved by the Region, and such intersections shown on Appendix 8.3 and on any subsequent area design plan, plan of subdivision, or other development plan, are subject to Regional approval.
- b) Prior to the commencement of the development of any:
 - i) sub-area within the Employment Area identified by the Town, in consultation with all affected landowners, based on boundaries created by Arterial, or Avenue roads or natural features, provided that a sub-area may include adjacent Employment Areas.

The Town shall determine, after consultation with all affected landowners in the specific area, whether proposed plans of subdivision or other development plans for the affected lands are generally consistent with the Master Plan in Appendix 8.3. Where such plans are determined to be generally consistent with the Master Plan, development may be permitted to proceed without the preparation of an area design plan.

- c) The Town shall require the preparation of an area design plan to the satisfaction of the Town, prior to draft plan approval or approval of other development plans in a specific area identified in subsection b), where:
 - i) proposed plans of subdivision or other development plans for the area are not generally consistent with the Master Plan in Appendix 8.3; or,
 - ii) the Town after consultation with all affected landowners, determines that an area design plan is required to address coordination issues between landowner plans.
- d) The area to be addressed by the area design plan will include, as applicable, one or more of the areas identified in subsection b).
- e) The area design plan will be designed to demonstrate conformity with the policies and Figures of the Secondary Plan and will provide details including:

- i) the size and location of community parks and urban squares;
 - ii) the location, size and general configuration of stormwater management ponds;
 - iii) the detailed road pattern;
 - iv) the specific boundaries of designations;
 - v) how the proposal addresses the Town's Implementation Strategy;
 - vi) the location, alignment and boundaries of Medium Constraint Streams; and,
 - vii) co-ordination with land uses and road patterns for lands outside, but adjacent to the lands which are the subject of the area design plan.
- f) Such area design plans shall be prepared in accordance with terms of reference approved by the Town and the applicant(s), by a consultant approved by the Town and the applicant(s), and retained by, and at the cost of, the applicant(s).
- g) In the preparation of the terms of reference, the Development Review provisions of Section 8.8 of this Plan will be used as a guide.
- h) A proposed plan of subdivision or other development plan shall be considered to be inconsistent with the Master Plan, as referenced in subsection c) i), if it does not conform to the General Design Directions in Section 8.5.4, or results in coordination issues between areas identified in subsection b. The following will generally not be considered to be inconsistent with the Master Plan, provided that the Town determines that the plan of subdivision or other development plan conforms with the policies and Figures of the Secondary Plan:
- i) modifications to, or relocations of portions of the road pattern;
 - ii) modifications to Medium or Low Constraint Stream Corridors or Hydrologic Features "A" and "B"; or,
 - iii) relocation of public facilities including parks and stormwater ponds.
- i) The approval of an area design plan by the Town shall not require an amendment to this Plan.

8.5.3 DESIGN GUIDELINES

Urban Design and Open Space Guidelines, which will include guidelines with respect to matters set out in Section 8.5 as well as heritage resources, will be prepared by the Town as part of the North Oakville West Implementation Strategy prior to the approval of any development applications. All development applications will be evaluated by the Town to ensure that they are consistent with the Urban Design and Open Space Guidelines.

8.5.4 GENERAL DESIGN DIRECTIONS

- a) All development shall be designed to be compact, pedestrian and transit friendly in form. Mixed use development will be encouraged, recognizing

that residential development is prohibited, and commercial development limited, within the Employment Districts.

- b) A hierarchy of civic, institutional and commercial uses shall be established in locations/activity centres which form part of mixed use areas (rather than isolated in single-use complexes), recognizing that residential development is prohibited, and commercial development limited, within the Employment Districts, which allow them to serve as focal points for the Planning Area as a whole.
- c) Development shall be based on a modified grid road system with interconnected networks of roads designed to disperse and reduce the length of vehicular trips and support the early integration and sustained viability of transit service. For local roads not shown on Figure NOW4, the modified grid road system will respond to topography and the Natural Heritage System component of the Natural Heritage and Open Space System. Cul-de-sacs will generally be permitted only when warranted by natural site conditions
- d) The Natural Heritage component of the Natural Heritage and Open Space System forms a central feature of the Planning Area and the development form should reflect this fact. In addition, an associated comprehensive, interconnected system of trails will be developed which will generally reflect the major trail system on Figure NOW4.
- e) Public safety, views and accessibility, both physically and visually, to the Natural Heritage component of the Natural Heritage and Open Space System, as well as to parks and other natural and civic features, will be important consideration in community design. This will be accomplished through a range of different approaches including, but not limited to, the use of single loaded roads, crescent roads, combining public open space with other public or institutional facilities (e.g. easements, stormwater ponds adjacent to the Natural Heritage component of the System) and the location of high density employment buildings. With respect to the Natural Heritage component of the Natural Heritage and Open Space System, priority will be given to maintaining views and accessibility at key trail access points where Arterial, and Avenue roads are adjacent to the System. Where there is no significant Natural Heritage edge exposed at Arterial or Avenue roads, parks or local roads will be encouraged to provide access and visibility.

With respect to other public facilities particularly parks, of the total linear perimeter distance around such uses in the order of 50% of the perimeter will be bounded by a combination of roads and open space which will allow public access or, at a minimum private open space which will allow significant views of the feature or facility. Where only road frontage is provided the frontage shall be in the order of 40% of the perimeter of the features and facilities.

- f) Parks and other civic areas will serve as central “meeting places” for employees and residents of the Town.
- g) Building densities and land uses designed to support the use of transit and the level of transit service proposed for specific areas shall be located within walking distances of transit stops and lines.
- h) The incorporation of cultural heritage resources into the community, including their use and adaptive reuse, shall be encouraged.

8.5.5 STREETScape

The streetscape consists of streets and public frontages. The streets provide the traffic and parking capacity. The public frontages provide for pedestrian circulation and contribute to the character of the streetscape. The design of the streetscape is defined by the type of sidewalk, curbing, planters and street trees. The policies of Section 8.7.2 of this Plan provide detailed direction with respect to the design of typical streets, while the Urban Design and Open Space Guidelines will address directions for public frontages and other design treatments.

The Urban Design and Open Space Guidelines will establish three types of streets with respect to typical design treatment. Variations may be considered by the Town based on circumstances such as topography, proposed abutting land use, relationship to the Natural Heritage and Open Space System and achievement of other design objectives:

8.5.5.1 Arterial/Transit Corridors

Arterial/Transit Corridors as designated on Figure NOW4 are high capacity roads which serve as major gateways into the community, including both the Town as a whole, and North Oakville West. A balance must be achieved between their transportation function, including accommodation for transit, and their ability to provide access to flanking land uses, and to act as socially vibrant public space. To assist in achieving this balance, these streets will have the highest form of design treatment, including wide sidewalks, special tree and feature planting, paving, lighting and signage design.

8.5.5.2 Avenue /Transit Corridors

Avenue/Transit Corridors as designated on Figure NOW4 connect employment areas and neighbourhoods together and to other major focal points of the community. These roads will have a higher level of design than the Local Streets through the extended use of tree and feature planting, paving, lighting and signage design. The design will complement the planned abutting land uses.

8.5.5.3 Local Streets

Local streets play a dual role as socialization spaces, as well as supporting transportation needs. The design requirements, while less substantial than for Avenue roads, must support the dual role of the local streets.

8.5.5.4 Lanes/Hybrid Roads/Service Roads

a) General

Where direct driveway access from a roadway is inappropriate or in response to special design features such as a development fronting directly onto open space, lanes, hybrid roads, and service roads shall be utilized, and in limited circumstances, “window” roads. The design requirements for these roads will establish certain minimum standards to address issues like pavement width and relationship to parking areas. Where such roads are to be public roads, they shall be designed:

- to provide access for public maintenance vehicles, including snow plows and garbage trucks, as well as emergency vehicles, where deemed necessary by the Town;
- to maximize safety and security;
- as much as possible for hybrid roads to minimize the impact of garage doors; and,
- to provide along lanes, where feasible, a varied streetscape.

b) Lanes

Where the Town’s policies for urban design are such that the use of lanes is required, the lanes may be in public ownership if requested by the development proponent, otherwise lanes would generally be in private ownership. Further, if public ownership of lanes is proposed, there should be a sufficient number of public lanes in the same vicinity to minimize maintenance costs.

8.5.5.5 Pedestrian/Cyclist Orientation

Pedestrian/cyclist comfort and safety shall be considered in the streetscape design for roads under the control of the Town of Oakville. In mixed use areas, recognizing that residential development is prohibited, and commercial development limited, within the Employment Districts, the design will provide for an enhanced streetscape and sidewalk environment for pedestrians. The Town will also work with the Region to encourage a similar approach.

8.5.5.6 Reverse Lotting

Reverse lotting will be permitted where the Town is satisfied that there is no other alternative due to topographic or other site constraints. A range of alternatives such as lanes, service roads, “window” roads, and hybrid roads will be used to ensure a high quality of streetscape design. If there is no alternative to reverse lotting, landscaping as well as site and building design will be used to mitigate the impact on the streetscape.

8.5.5.7 Noise Sensitive Properties

Noise sensitive properties shall be buffered through mechanisms such as restrictions on the type of use, building design, location of outdoor living area and

through the provision of landscaping including street trees. Buffering such as noise fences, berms and rear lotting, with the exceptions in Section 8.5.5.6, which restrict visual and physical access to the street, shall be prohibited.

8.5.5.8 Sidewalks

Sidewalks shall generally be provided on both sides of all streets with the exception of:

- i) lanes, where no sidewalks shall be required; and,
- ii) a road flanking the Natural Heritage and Open Space System, where a sidewalk shall be provided on the developed side only, subject to the availability of a trail facility on the other side of the street.

8.5.5.9 Cyclists

Provision for cyclists to travel either on the roadway or on bicycle paths separated from the roadway, which may or may not include a designated lane, shall be recognized in the design of all streets. In addition, bicycle parking standards will be prepared and implemented through the zoning by-law.

8.5.5.10 Bicycle/Pedestrian Trail System

An extensive system of recreational trails will be developed related to the Natural Heritage and Open Space System as well as along certain public road rights of way. A conceptual major trail system which will form a basis for the development of this more extensive system is identified on Figure NOW4. However, any proposed trail development within the Natural Heritage and Open Space System shall be subject to further study as part of the Implementation Strategy to the satisfaction of the Town, in consultation with the Region of Halton and Conservation Halton. The system may be refined through the preparation of an Environmental Implementation Report in accordance with the provisions of Section 8.8.3 a) of this Plan.

8.5.5.11 Lighting

Lighting shall provide suitable illumination for vehicles, pedestrians and cyclists.

8.5.5.12 Street Furniture

Street furniture such as lighting, signage, parking meters, cycle parking facilities, newspaper boxes, utilities, and garbage facilities shall be designed and placed within a consistent and integrated system of form, pattern, shape, colour, and texture to avoid clutter and facilitate readability. Utilities will be grouped or clustered wherever possible.

8.5.5.13 Block Size

The length of the block makes a significant difference in creating a pedestrian-friendly environment. Blocks should be short and regular in length to make walking efficient and allow for variation in routes. Where it is impossible or undesirable to provide short blocks, wide public mid-block pathways should be provided to shorten walking distances.

8.5.6 BUILDING LOCATION

- a) Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street. Generally, heights of buildings shall also be related to road widths to create a more comfortable pedestrian environment, so that the wider the road width, the higher the building height.
- b) Buildings on corner lots at the intersections of Arterials and Avenues shall be sited and massed toward the intersection.
- c) The rear and side building elevations of all buildings on corner lots shall be designed to take advantage of their extra visibility.

8.5.7 PARKING AREAS

8.5.7.1 Off-Street Parking

Off-street parking areas shall be designed to reduce their visual impact on both the adjoining streetscape and on people using the facility by:

- a) Screening of the parking lot at the street through the use of features such as low fences, walls and landscaping and in a manner which reflects the safe community design policies of Section 8.5.10;
- b) Locating the parking lot, within commercial or mixed use developments, recognizing that residential development is prohibited, and commercial development limited, within the Employment Districts, to the side or rear of the main building and permitting no or only minimal parking in front of the main building.
- c) The use of landscaping or decorative paving to reduce the visual expanse of large parking areas;
- d) Joint access to parking lots on adjoining properties where feasible; and,
- e) Provision of pedestrian walkways adjacent to buildings, between building clusters, and to provide pedestrian access to transit stops, public sidewalks and other developments. These walkways may need to cross parking lots to provide the required access.

8.5.7.2 Parking Options

In addition, options to replace at-grade parking areas will be encouraged including:

a) On-street parking

On-street parking should be permitted wherever possible to increase animation, reduce vehicle speeds and serve as a protective buffer between pedestrians and moving vehicles. To encourage the provision of such parking, appropriate engineering design standards for roadways, including laybys, shall be developed and reduced off-street parking requirements will be established for specific areas where appropriate, particularly along transit routes.

b) Municipal parking

The Town shall work with landowners in mixed use and employment areas to establish municipal parking at strategic nodes.

8.5.8 VIEWS

a) Views of the following features shall be created at appropriate locations:

- i) civic buildings; and
- ii) natural features and open spaces as set out in Section 8.5.4 e).

b) Civic buildings, other institutional buildings and other major buildings and structures shall be encouraged to locate:

- i) at the termination of a street or view corridor; and,
- ii) at street intersections.

8.5.9 LANDSCAPE DESIGN

The applicable policies of Part C, Section 10.3, Urban Forests of the Official Plan shall apply and the Town shall establish specific landscaping requirements in the Urban Design and Open Space Guidelines to ensure:

- a) the creation of a human scale within new development;
- b) the enhancement of pedestrian comfort;
- c) the provision of features which contribute to the definition of public open space, framing of views and focal points, direction of pedestrian movement and demarcation of areas with different functions; and,
- d) landscape design that promotes the use of native species and enhancement of ecological stability and integrity.

8.5.10 SAFE COMMUNITY DESIGN

The Town shall work with Halton Regional Police Services to promote safety and security and accessibility in public places through urban design including design and the siting of buildings and structures that:

- a) encourages continuous occupancy of public spaces by ensuring the proximity of spaces, activities and institutions which provide public presence at various times and by the sharing of facilities;
- b) provides for opportunities for visual overlook and ease of public access to adjacent streets, parks and other public areas;
- c) results in clear, unobstructed views of parks, school grounds, and open spaces from adjacent streets;
- d) ensures appropriate lighting, visibility and opportunities for informal surveillance are provided for walkways, parking lots, parking garages and open space areas;
- e) results in the selection and siting of landscape elements in a manner which maintains views for safety and surveillance;
- f) encourages the provision of views into, out of and through publicly accessible interior spaces;
- g) precludes entrapment or the perception of entrapment through properly identified exits and signage; and,
- h) results in accessibility for the disabled and elderly.

8.5.11 COMMUNITY LINKAGES

North Oakville West will be connected to other parts of the Town whenever possible through road, transit, pedestrian and bicycle links, to ensure that the community functions in an integrated manner. In particular:

- a) the design of Dundas Street and abutting uses should allow it to become a point of transition rather than the current “division” or “barrier” effect of the street. Design should be used to encourage visual and physical links between the north and south sides of the street;
- b) the intersection of Regional Road 25 and Dundas St. should be marked by the siting and design of prominent new buildings or where appropriate the preservation of heritage buildings, strategic building placement and other gateway features. Minor gateways should be established at other intersections with Dundas St;

- c) Regional Road 25 provides a major physical north/south link through the Town from a transportation perspective. The design of this road should strengthen this link and ensure a strong relationship to the Palermo Village Community Centre south of Dundas St.

8.5.12 EMPLOYMENT DISTRICT

The Employment District will permit a full range of employment uses. In addition, limited retail and service commercial uses serving the employment area shall be clustered at the intersections with Arterials and Avenues. These sites and uses will be zoned in a separate zone in the implementing Zoning By-law.

The Urban Design and Open Space Guidelines will also apply standards to create enhanced design at entrances to the Town including at highway interchanges, major roads and along highway frontages including the restrictions on outdoor storage adjacent to highway and interchange frontages.

8.5.13 EXISTING DEVELOPMENT

Where new development is proposed abutting existing residential development, it shall be designed to be generally compatible with or to appropriately buffer that existing development, while maintaining options for the redevelopment of the existing residential uses.

8.6 LAND USE STRATEGY

8.6.1 PURPOSE

The land use designations on Figure NOW2 establish the general pattern of development for the existing and future use of the North Oakville West Planning Area during the planning period. The policies for these designations are set out in this section.

8.6.2 LAND USES GENERALLY PERMITTED

8.6.2.1 Permitted in all Land Use Designations

The following land uses shall be permitted in all land use designations:

- a) Accessory Uses to the permitted uses in any designation;
- b) Fish, wildlife and forest management uses;
- c) Legally existing uses, buildings and structures;
- d) Replacement of legally existing uses, buildings, and structures, as well as additions and other modifications to existing uses, buildings and structures in conformity with the policies of Section 8.10.3. Such modifications may include the addition of accessory uses, buildings and structures subject to the regulations of the zoning by-law, and where applicable the policies of this Plan related to the Flood Plain Area designations.
- e) Utilities and water and wastewater lines, except that within Core and Linkage Preserve Areas, Glenorchy Conservation Area and High and Medium Constraint Stream Corridor Areas, where new uses shall only be permitted within road allowances with the exception of a proposed trunk sewer from Burnhamthorpe Road/Highway 407 to Third Line/Dundas Street in accordance with the provisions of Section 8.4.7.3 c) vii)

8.6.2.2 Permitted in Most Land Use Designations

The following land uses shall be permitted in all designations except the Core and Linkage Preserve Areas, Glenorchy Conservation Area and High Constraint Stream Corridor Area designations, or where Medium Constraint Stream Corridors are ultimately located, unless otherwise noted:

- a) **Stormwater Management Facility**
Stormwater management facilities provided sites and development standards are consistent with the policies of this Secondary Plan and in accordance with directions established in the North Oakville Creeks Subwatershed Study. In addition, notwithstanding the other policies of this section, stormwater management facilities may be permitted in the Linkage Preserve Area, High Constraint Stream Area and Medium Constraint Stream Area designations in conformity with the policies of Section 8.4.7.3 c) of this Plan.

- b) Educational Facilities, including public and private schools, day care and day nursery uses subject to the policies of Part D, Section 5.2 a), i) through vi) and viii) of the Official Plan and the regulations of the Zoning By-law, provided that such uses will not be permitted in the Employment Area designation unless they are related to or supportive of an employment use;
- c) Home occupations in any legally established residential unit, subject to the regulations of the Zoning By-law;
- d) Group homes in accordance with the policies of Part D, Section 5.2 d), i), and iii) of the Official Plan and subject to the regulations of the zoning by-law;
- e) Public uses including transit terminals, works yards, parks, pumping stations, reservoirs, ambulance, fire and police and any other emergency service facilities or stations, libraries and recreational facilities provided that the uses are maintained by a public authority and are designed and constructed to enhance compatibility with adjacent uses;
- f) One accessory apartment in a single detached, semi-detached or duplex dwelling in accordance with the regulations of the zoning by-law;
- g) Renewable energy facilities and district energy systems, provided that wind turbines shall be subject to an amendment to the zoning by-law and will require submission of studies which address the mitigation of visual and other impacts on adjacent land uses;
- h) Adaptive reuse of designated or listed heritage buildings or structures that cannot continue to fulfill their existing role provided that the reuse is designed and constructed to enhance compatibility with adjacent uses;
- i) Emergency housing in accordance with the criteria established by the Emergency Housing Advisory Group; and,
- j) Temporary structures for the assembly of housing units being constructed in North Oakville subject to the provisions of a temporary use by-law adopted in accordance with the provisions of the Planning Act for renewable periods of not more than three years, provided that such a use does not adversely affect any existing surrounding uses or the development of adjacent lands, and adequate provision is made for parking and loading and adequate services such as water and waste water and roads are available.

8.6.3 NATURAL HERITAGE SYSTEM AREA

- a) Purpose
The Natural Heritage System Area designation on Figure NOW2 reflects the Natural Heritage component of the Natural Heritage and Open Space

System. The primary purpose of the Natural Heritage component of the System is to protect, preserve and, where appropriate, enhance the natural environment. The focus of the Natural Heritage component is on the protection of the key ecological features and functions of North Oakville. It will also contribute to the enhancement of air and water resources, and provide for limited, passive recreational needs.

- b) Permitted Uses, Buildings and Structures
The uses, buildings and structures permitted in the Natural Heritage System Area shall be in accordance with the policies of Section 8.4.7.3.
- c) Land Use Policies
The policies for the lands in the Natural Heritage System Area designation shall be in accordance with the policies of Section 8.4.7.

8.6.4 SPECIAL STUDY AREA

The Special Study Area designation reflects an area which is intended to develop as a mixed use area that is pedestrian and transit oriented. The area is subject to a special study to address its cultural heritage features and how these features can be integrated with the proposed new development. New development shall be limited to expansions of existing uses until this Plan is amended to incorporate detailed policy direction for lands in the Special Study Area.

8.6.5 EMPLOYMENT DISTRICT

8.6.5.1 Purpose

The primary focus of the Employment District designation on Figure NOW2 is to protect for, and establish a range of development opportunities for employment generating industrial, office and service employment uses. It will also include a Health Oriented Mixed Use Node on the north side of Dundas St. at Third Line. Where applicable, the range and scale of uses are to be designed to be sensitive to the adjacency and compatibility with development in the Health Oriented Mixed Use Node, or to reflect a visible location on and exposure to highway corridors and major roads.

8.6.5.2 Permitted Uses, Buildings and Structures

Permitted uses may include:

- a) light industrial operations, including light manufacturing, assembling, processing, fabricating, repairing, warehousing, distribution and wholesaling;
- b) business and professional office uses and medical clinics;
- c) service establishments such as print shops, equipment rental establishments, restaurants, hotels, banquet halls, financial institutions, and service establishments which primarily provide services at the customer's location such as electricians and plumbers and limited retail

- d) commercial development such as business supply and industrial supply establishments subject to the requirements of Section 8.6.5.3 and 8.6.5.4d);
- e) public uses, institutional uses including places of worship, vocational schools;
- f) sport and recreation, and place of amusement uses;
- g) automobile related uses, including gas stations; and,
- h) ancillary retail sales of products produced, assembled and/or repaired on the premises,
- i) as part of a distribution use, the ancillary retail sale of the products distributed from an ancillary showroom;
- j) research and development;
- k) information processing, call centres and similar uses; and,
- l) computer based services including design studios.

In addition, the Health Oriented Mixed Use Node will include a hospital and may also include research and development facilities, medical and other offices, laboratories, clinics, supportive housing, long term care facilities, rehabilitation facilities, and other similar uses including retail and service commercial facilities related to the permitted uses.

The following uses will be permitted in areas which do not abut the Health Oriented Mixed Use Node, major arterial roads or Highway 407:

- i) general industrial operations within enclosed buildings including manufacturing, assembling, processing, fabricating, repairing, warehousing, distribution, and wholesaling;
- ii) outside storage, and outside operations incidental to industrial operations;
- iii) transportation terminal, works yard and outside storage yard;
- iv) waste processing station subject to a zoning by-law amendment, and,
- v) waste transfer station, subject to a zoning by-law amendment.

8.6.5.3 Retail and Service Commercial Uses

Limited retail and service commercial uses permitted in Section 8.6.5.2 shall be clustered at the intersections with Arterials and Avenues.

In addition, service establishments which primarily provide services at the customer's location may be located throughout the Employment Area designation, subject to the provisions of the zoning by-law, provided that if they include open storage, they shall be restricted to areas which do not abut, the Health Oriented Mixed Use Node, major arterial roads or Highway 407.

The zoning by-law will establish specific limitations on the area which can be used for the ancillary retail sales permitted by sub-sections 8.6.5.2 g) and h) to ensure that the retail sales use is clearly accessory to the primary production, assembly, repair and/or distribution use.

8.6.5.4 Land Use Policies

- a) It is not intended that the full range of employment uses will be permitted in all locations designated “Employment District”. The precise range of uses and density of development shall be stipulated in the zoning by-law. In particular, the lands in the Employment Area designation abutting the Health Oriented Mixed Use Node will be subject to a site specific zoning regulations including the use of a holding zone, and any proposed use will be carefully evaluated to ensure that it does not adversely impact on the uses in the Health Oriented Mixed Use Node.
- b) All development shall be subject to the site plan control provisions of the Planning Act and shall comply with all Federal and Provincial regulations.
- c) Where lands in the Employment District designation are located adjacent to the Health Oriented Mixed Use Node, matters such as the location of loading bays and other sources of light, noise and fumes shall be reviewed to ensure that any impact on the residential or health related uses complies with Provincial guidelines and regulations.

These matters will be addressed by:

- the Town at a general level as a basis for the development of regulations in the zoning by-law and the Urban Design and Open Space Guidelines; and,
 - the applicant in detail through the site plan approval process.
- d) Development shall conform to the following additional criteria:
 - Main buildings shall be designed and located to assist in the creation of an attractive street edge, to provide for a strong pedestrian connection to the sidewalk, and to recognize any potential future intensification of the site:
 - The balance between the areas of the lot occupied by buildings and the service and parking areas will be designed, wherever feasible, to reduce the extent of the street frontage occupied by service and parking areas. Where street frontage is occupied by parking and service areas, enhanced landscaping shall be provided;
 - Maximum height -15 storeys;
 - Minimum Floor Space Index –0.25 for retail and service commercial uses; and regard shall be had for the provisions of Subsection e) below with respect to all other uses;
 - Maximum Floor Space Index – 3 and;
 - Service establishments shall be located in clusters at intersections with Arterials and Avenues.
 - e) While there is no minimum density for employment uses, a density of 0.35 FSI will be a general objective. To this end, the draft plan, zoning by-law and site plan approval processes where applicable, will consider measures such as minimum setbacks, innovative stormwater controls, siting

arrangements, parking reductions and other possible measures to encourage a maximization of intensity of development.

8.6.5.5 Existing Employment Uses

Notwithstanding any other policies of this Plan:

- i) An existing single industrial use will be permitted to locate on the north side of Dundas Street, approximately 670 metres west of Old Bronte Road.
- ii) An existing second employment use consisting of an office with associated manufacturing and warehousing will be permitted on a 10.3 hectare parcel of land approximately 800 metres west of Old Bronte Road and approximately 700 metres north of Dundas Street with a driveway access only to Dundas Street.

8.6.5.6 Transportation Terminal

Notwithstanding the policies of this Plan, a transportation/transit terminal, road works yard and outdoor storage shall be permitted within the land designated “Employment District” as shown on Figure NOW2 located on the south side of Highway 407, east of Regional Road 25. However, outdoor storage shall be located and/or screened so that it is generally not directly visible from Highway 407 or any future access road. The appropriate level of buffering and screening from Highway 407 or any future private access road shall be determined in consultation with the Town

The private access road to the subject employment lands is conceptually shown on Appendix 8.3 (Master Plan). The private access road shall be defined through an Environmental Assessment process in consultation with the Town, the Region of Halton and Conservation Halton, and where the access crosses the Natural Heritage component of the Natural Heritage and Open Space System it shall reflect the relevant directions in Section 8.4.7.3 c) ii) of this Plan and the North Oakville Creeks Subwatershed Study.

8.6.6 COMMUNITY PARK AREA

8.6.6.1 Purpose

The Community Park Area designations on Figure NOW2 apply to parkland which is intended to accommodate the highest intensity of recreational use and level of facility development. Community Parks typically include parkland with illuminated and irrigated sports fields, and for parks, other than the park abutting the Glenorchy Conservation Area, other major public facilities such as community centres and other municipal facilities.

8.6.6.2 Permitted Uses, Buildings and Structures

The main permitted uses for the park abutting the Glenorchy Conservation Area shall be sports fields, similar non-structural recreation uses, and some limited accessory facilities such as washrooms and parking areas.

The main permitted uses for other Community Parks shall be the full range of active and passive recreation uses ranging from nature viewing and garden plots to public cultural/entertainment areas and major sports facilities such as arenas and sports fields, as well as major indoor facilities such as community centres. Limited small scale ancillary retail uses that enhance visitor experience associated with the park function may also be permitted within the Community Park Area designation. Accessory parking areas shall also be permitted.

8.6.6.3 Land Use Policies

- a) The conceptual designation of Community Parks on Figure NOW2 will be refined as part of the development process. The Town shall carry out a Parks Facilities Distribution Plan as set out in Section 8.7.4.2 to determine the function and facilities which will be developed for each park, recognizing the limited uses permitted in the park abutting the Glenorchy Conservation Area.
- b) The size and configuration of each park shall be consistent with the policies of the Town and this Plan. Community Parks shall generally meet the following criteria:
 - accommodate vehicular, as well as pedestrian and bicycle access to facilities;
 - be designed and located to be well served by transit facilities; and,
 - be located in association with indoor recreation/ community centre facilities or in employment areas.
- c) Whenever possible, Community Parks shall be located adjacent to Arterial roads and Avenues, and/or the Natural Heritage System Area.

8.7 COMMUNITY SERVICES STRATEGY

8.7.1 PURPOSE

The Community Services Strategy is designed to provide direction with respect to the provision of physical support, recreation and other services to the North Oakville West Planning Area.

8.7.2 TRANSPORTATION

8.7.2.1 General

- a) Classification, Function and Design Requirements
Transportation facilities, with the exception of provincial freeways, shall generally be developed and planned as multi-modal transportation corridors that are designed to safely accommodate a blend of vehicular, transit, bicycle and pedestrian movement, together with street trees, other landscaping and street furniture. Such facilities shall conform to the classification, function and design requirements outlined in Table 1 – Transportation Facilities. The Plan will also be consistent with the Halton Transportation Master Plan where appropriate.
- b) Major Transportation Facility Location
Major transportation facilities are those facilities designated on Figure NOW4. The location of major transportation facilities shall generally conform to the designations on Figure NOW4, Transportation, recognizing that the road alignments are diagrammatic, and an amendment to this Plan will not be required for changes in a road alignment provided that the general intent and purpose of this Plan are maintained.
- c) Other Transportation Facilities
The remainder of the transportation facilities will be planned as part of the subdivision design process recognizing that, where applicable, municipal road projects and transit facilities are subject to Environmental Assessment Approval requirements.
- d) Relationship to Core and Linkage Preserve Areas, Glenorchy Conservation Area, High Constraint Stream Corridor Areas and Medium Constraint Stream Corridor Areas
Notwithstanding the requirements set out in Table 1, in accordance with the provisions of Section 8.4.7.3 b), wherever a transportation facility crosses a Core or Linkage Preserve Area, Glenorchy Conservation Area, or a High or Medium Constraint Stream Corridor Area, and an Environmental Assessment has not been completed, the right-of-way width and the design of the facility shall only be determined after the preparation of study to the satisfaction of the Town, and the Region of Halton where appropriate, in consultation with Conservation Halton, which will establish the appropriate balance between the need to minimize impacts on the natural environment and the function of the transportation facility.

Table 1 Transportation Facilities		
Facility Type	Function	General Design Guidelines
Provincial Freeway	<ul style="list-style-type: none"> • Serves mainly inter-regional and regional travel demands, including movement of heavy trucks • Accommodates inter-regional high-order transit services and/or High Occupancy Vehicle lanes (HOV) • Carries high volumes of vehicular traffic • Connects urban areas and Nodes in different regions 	<ul style="list-style-type: none"> • Full access control • Minimum four travel lanes • May contain busways and/or HOV/Reserved Bus Lanes • Noise sensitive uses to be discouraged along Right-of-way (ROW)
Major Arterial/ Transit Corridor	<ul style="list-style-type: none"> • Serves mainly inter-regional and regional travel demands including movement of heavy trucks • Accommodates high order transit and/or HOV lanes • Connects urban areas and Nodes in different municipalities • Carries high volumes of traffic • Distributes traffic to and from the Provincial Freeways 	<ul style="list-style-type: none"> • High degree of access control and turning movement control, • Up to 6 travel lanes, excluding dedicated bus lanes, two of which may be reserved for transit vehicles and/or HOV. • Transit supportive land uses to be encouraged along ROW • ROW requirements up to 50 metres, except for the New North Oakville Transportation Corridor the width of which shall be determined through the Environmental Assessment process undertaken by the Region of Halton.
Minor Arterial/ Transit Corridor	<ul style="list-style-type: none"> • Serves a combination of local and through (inter-municipal) traffic demands • Accommodates local transit services • Accommodates local truck traffic • Connects urban areas and Nodes within municipalities • Carries moderate to 	<ul style="list-style-type: none"> • Intermediate degree of access control, • Up to 4 travel lanes, • Transit supportive land uses to be encouraged along ROW • ROW shall be kept to a minimum and typically will not exceed a maximum of 26 metres except at approaches to major intersections where medians and/or turn lanes are required

Table 1 Transportation Facilities		
Facility Type	Function	General Design Guidelines
	<p>high volumes of traffic</p> <ul style="list-style-type: none"> • Distributes traffic to and from Major Arterial/Transit Corridors 	
Avenue/ Transit Corridor	<ul style="list-style-type: none"> • Serves mainly intermediate volumes of intra-neighbourhood/district travel • Accommodates local transit • Connects Urban Centres Areas and serves as major internal connector for Urban Core Areas • Distributes traffic to and from Major and Minor Arterial/Transit Corridors 	<ul style="list-style-type: none"> • Direct access from abutting properties will be permitted, although there may be restrictions in specific locations related to specific forms of development or the use of alternative designs. • Up to 4 travel lanes, • Provision for on-street parking on two sides in most cases, except in Employment Areas where there is provision for parking on one side only and in the Natural Heritage System Area where no parking will be permitted. • Transit supportive land uses to be encouraged along ROW • ROW shall be kept to a minimum and shall not exceed a maximum of 24 metres and more typically will have a ROW of 22 metres, except at approaches to major intersections where medians and/or additional lanes are required
Local Road	<ul style="list-style-type: none"> • Provides access to individual properties and serves internal core area or employment district travel demands • Connects individual properties to other Local Roads, and Avenue/Transit Corridors • Accommodates local transit service 	<ul style="list-style-type: none"> • Direct access from abutting properties will be permitted • 2 travel lanes. • Provision for on-street parking on one side of the street ROW shall be kept to a minimum and shall not exceed a maximum of 20 metres in employment districts.
Lane	<ul style="list-style-type: none"> ▪ Provides rear access to individual properties and connects them to Local and Avenue/Transit Corridors 	<ul style="list-style-type: none"> • Direct access from abutting properties will be permitted • two travel lanes for commercial development, • No on-street parking permitted • Minimum ROW will typically be 12 metres, with a 1.0 metre setback for a commercial lane, • Right of way may be increased to allow for daylighting triangles

8.7.2.2 Transit

- a) The Town will work with the Region of Halton and the Province of Ontario to develop a system of transit services for the Planning Area. The transit system will provide a range of options for transit service for the residents and employees. In particular:
- i) The Town shall support a “transit first” policy to ensure that development will proceed in a manner which will be supportive of the early provision of transit services.
 - ii) Transit stops will be located so that all residents and employees are predominantly within 400 metre walking distance of a transit stop;
 - iii) Transit terminals will be developed at the interchange of Highway 407 and Regional Road 25 and south of Dundas St. in the Palermo Village Centre Community. These terminals will provide for transfers from local transit routes and for connections from local to regional and inter-regional transit services. The terminal location shall be determined in the context of the detailed design of development for these general locations; and,
 - iv) The Town will encourage the Province to proceed with the Environmental Assessment and detailed design of the 407 Transitway and the related terminals at the Regional Road 25, Neyagawa Blvd. and Trafalgar Road interchanges and in such studies explore opportunities to minimize the width of the corridor in order to maximize development lands. The terminals should be designed to provide for connections between inter-regional, regional and local transit service. In addition, they should be designed to provide for mixed use development, recognizing that residential development is prohibited, and commercial development limited, within the Employment Districts, which is integrated with surrounding existing and/or proposed uses.
- b) As a basis for the development of the system of transit services, the Town will prepare a Transit Plan, which identifies the network and frequency of transit in North Oakville.

Further, as a condition of approval of any plan of subdivision, a transit facilities plan must be developed by the applicant, in conjunction with the Town, and approved by the Town, which addresses transit facilities in the plan of subdivision and how they will be integrated with existing and/or proposed transit network and connected to major intermodal terminals as identified in the Town’s Transit Plan. In particular, the transit facilities plan will show and describe the location of transit facilities including stops and

shelters and transit signal priority facilities. It will also address how the development addresses the policies of Section 8.7.2.2 a ii) and c).

The Transit Service concept on Figure NOW4, which illustrates a hierarchy of primary, secondary and community level transit service, will be used as a basis for the development of the Transit Plan and the individual transit facilities plans.

- c) Development plans shall be designed with specific regard to the safe, convenient and efficient provision of public transit. In particular, to facilitate the development of a transit supportive urban structure the following measures shall be reflected in all development proposals:
 - i) Development, particularly at transit stops and stations, shall be designed at densities supportive of transit which are commensurate with the type and frequency of transit service planned for the area and/or corridor;
 - ii) Provision of a road pattern and related pedestrian routes that provide for direct pedestrian access to transit routes and stops;
 - iii) Documentation of walking distances to ensure that all areas within the Planning Area are adequately served by transit;
 - iv) Provision for transit stops and busbays on Arterials and Avenues; and where appropriate incorporation of these features into road design requirements.
 - v) The relevant provisions of Section 8.5; and,
 - vi) The policies and objectives of the Halton Transportation Master Plan.
- d) Applicants within the retail and service commercial nodes in the Employment District will be encouraged to explore opportunities to incorporate transit waiting areas into buildings located adjacent to transit stops.

8.7.2.3 Travel Demand Management

- a) The Town recognizes the role of Travel Demand Management in promoting more efficient use of transportation infrastructure, making the use of private vehicles more sustainable and encouraging increased transit use. The Town shall encourage businesses and/or organizations to prepare and administer special transportation demand management strategies which promote more efficient use of existing road facilities including staggered work hours, car pooling and High Occupancy Vehicle (HOV) lanes and other similar approaches.

- b) The Town will encourage any development which contains more than 3,000 square metres of office use or 9,290 square metres of industrial use to establish with the Town a travel demand management plan and implementation strategy for the specific development. Priority shall be given to measures which are not capital intensive (e.g. flexible working hours, priority parking for car pool vehicles) and which are feasible given the scale, ultimate occupant/user and location of the development.
- c) As an incentive to encourage travel demand management as set out in Subsection a) and b), the Town will permit reduced parking standards for developments which demonstrate through a travel demand management plan and implementation strategy that a reduction in parking standards is appropriate. A reduction in parking standards will also be considered where mixed use development is permitted, where there is significant density of development and good accessibility to transit.

8.7.2.4 Pedestrian/Bicycle System

The Pedestrian / Bicycle System shall be developed in accordance with the provisions of Section 8.5.5 of this Secondary Plan.

- a) Pedestrian/Cyclist Orientation
Pedestrian/cyclist comfort and safety shall be a primary consideration of streetscape design for roads under the control of the Town of Oakville. In commercial and mixed use areas, the design will provide for an enhanced streetscape and sidewalk environment for pedestrians. The Town will also work with the Region to encourage a similar approach.
- b) Sidewalks
Sidewalks shall generally be provided on both sides of all streets with the exception of:
 - i) lanes, where no sidewalks shall be required; and,
 - ii) a road flanking the Natural Heritage and Open Space System, where sidewalks shall be provided on the developed side only, subject to the availability of a trail facility on the other side of the street.
- c) Cyclists
Provision for cyclists to travel either on the roadway or on bicycle paths separated from the roadway, which may or may not include a designated lane, shall be recognized in the design of all streets. In addition, bicycle parking standards will be prepared and implemented through the zoning by-law.
- d) Bicycle/Pedestrian System
An extensive system of recreational trails will be developed related to the Natural Heritage and Open Space System as well as along certain public

road rights of way. A conceptual major trail system which will form the basis for the development of this more extensive system is identified on Figure NOW4. However, any proposed trail development within the Natural Heritage and Open Space System shall be subject to further study as part of the Implementation Strategy to the satisfaction of the Town, in consultation with the Region of Halton and Conservation Halton. The system may be refined through the preparation of an Environmental Implementation Report in accordance with the provisions of Section 8.8.3 a) of this Plan.

8.7.2.5 Roads

- a) Integrated Planning
The Town will work cooperatively with the Province, the Region of Halton and adjacent municipalities to integrate the planning of the municipal road network with the roads under Provincial and Regional jurisdiction and in the planning of roads with cross municipal boundaries.
- b) Pedestrian-Oriented Environment
The Town, when providing comments on the design of Regional roads and in designing its own roads, will balance the provision of a safe, functional and attractive pedestrian oriented environment with an acceptable level of vehicular traffic. The Town is prepared to accept a level of service which is less than optimum, in return for a more pedestrian-oriented environment along its roads. To achieve this environment, the Town may be prepared to use a variety of techniques depending on the function of the road, including:
 - i) reduced lane width;
 - ii) provision of landscaped centre medians;
 - iii) provision of on-street parking, including laybys;
 - iv) provision of transit priority measures;
 - v) provision of regular intersections of local roads with Regional and other major roads to allow for the creation of a modified grid system; and,
 - vi) use of alternative road geometrics and materials at pedestrian crossing areas.
- c) Road Right-of-Ways
The Town will require as a condition of approval of any new development or redevelopment that sufficient lands be conveyed to the Town or the Region, as applicable, to provide the road right-of-way width established in Table 1. For alignment locations on existing roads, where not defined by an Environmental Assessment, the land will generally be conveyed on either side of the centre line of the original road allowance.
- d) Additional Requirements for Transportation Facilities
In addition to securing the rights-of-way in accordance with the requirements of Table 1, the Town may require additional lands to provide

for facilities such as bike lanes, medians and on-street parking. In addition, the Town may require additional lands at intersections to provide for exclusive turning lanes, daylight triangles and other special treatments including the construction of bridges, overpasses and depressed sections of roadways. Such additional right-of-way requirements shall be kept to the minimum and shall be determined at the time of the design of the road facilities and will become part of the required right-of-way.

e) New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek

The Region of Halton is carrying out an Environmental Assessment to determine the future alignment of a New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek in the Secondary Plan Area. The Town shall work with the Region of Halton, other agencies and the landowners in the North Oakville East and West Planning Areas through the Environmental Assessment process to determine the alignment of the new Corridor, including a location for a crossing of the Sixteen Mile Creek.

The road alignment, including the crossing alignment, illustrated on the schedules to this Plan, is conceptual only and subject to the Environmental Assessment process. All alternatives identified through the Environmental Assessment process will be investigated in more detail prior to determining the final road and crossing alignment. In the meantime, no development will be permitted on the potential road alignments identified through the Environmental Assessment process.

Notwithstanding the foregoing, the Town is committed to a solution which will result in the creation of a New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek to serve as a Regional Road carrying through traffic, while the majority of the existing Burnhamthorpe Road right-of-way in North Oakville East is maintained to serve as a Character Road with an Avenue/Transit Corridor function.

f) Additional Requirements for Transportation Facilities supporting the Health Oriented Mixed Use Node

In addition to securing the rights-of-way in accordance with the requirements of Table 1, the Town may require additional lands to support the uses and functions related to the Health Oriented Mixed Use Node. Such additional rights-of-way requirements shall be determined at the time of the design of the road facilities and will become part of the required right-of-way.

8.7.2.6 Trucking

The movement of goods by truck is an essential element of the transportation system. The Town shall work with local businesses to ensure the provision of truck

routes which meet their needs, while having regard for the need to protect residential neighbourhoods from the impact of truck traffic.

8.7.2.7 Parking

- a) The Town shall require as a condition of development or redevelopment that adequate parking and loading facilities be provided in commercial, employment, institutional developments, including parking for bicycles. Such parking may include on-street parking or the use of municipal parking facilities.
- b) In accordance with the provisions of Section 8.5.7, options to replace at-grade parking areas will be encouraged including:
 - i) **On-street parking**
On-street parking should be permitted wherever possible to increase animation, reduce vehicle speeds and serve as a protective buffer between pedestrians and moving vehicles. To encourage the provision of such parking, appropriate engineering design standards for roadways, including laybys, shall be developed and reduced off-street parking requirements will be established for specific areas where appropriate, particularly along transit routes.
 - ii) **Municipal Parking**
The Town shall work with landowners to purchase or lease and establish municipal parking at strategic locations.
 - iii) **Maximum Parking Standards**
The zoning by-law may establish maximum, as well as minimum parking standards.
- c) The Town may, at its discretion, enter into an agreement with an owner or occupant of a building, in an area where a municipal parking garage or lots has or will be established, to provide for the payment of cash-in-lieu of parking for all or part of the zoning by-law requirements for off-street parking.
- d) Parking lot design including municipal parking facilities shall be in accordance with the provisions of Section 8.5.7.

8.7.3 SERVICES AND UTILITIES

8.7.3.1 Water and Wastewater Services

- a) All new urban development in the North Oakville West Planning Area shall be connected to the municipal wastewater and water systems, with the exception, on an interim basis, of expansions to existing uses and limited new uses approved by the Town and Region through amendments to the

Zoning By-law, which shall only be in accordance with Town and Regional policies.

- b) The Region of Halton shall be responsible for the financing and development of water treatment and distribution and wastewater collection and treatment. Prior to the approval of new urban development, with the exception, on an interim basis, of expansions to existing uses and limited new uses approved by the Town and the Region through amendments to the Zoning By-law, which shall only be in accordance with Town and Regional policies, the Region, will, if necessary, update their Region of Halton Water and Wastewater Master Plan.
- c) Prior to the approval of new urban development, with the exception, on an interim basis, of expansions to existing uses and limited new uses approved by the Town through amendments to the Zoning By-law, which shall only be in accordance with Town and Regional policies, a Water and Wastewater Master Plan for the North Oakville West Planning Area shall be prepared to the satisfaction of the Region of Halton. The Water and Wastewater Master Plan shall be in accordance with the Region of Halton Design Criteria, Contract Specifications and Standard Drawings, as well as other Regional policies related to water and wastewater. The Water and Wastewater Master Plan shall identify the technical requirements to provide the following services to support urban development:
 - i) Wastewater collection; and,
 - ii) Water supply.

The following items shall be addressed as part of the Water and Wastewater Master Plan in terms of water servicing and wastewater servicing:

- i) evaluation of the existing water and wastewater systems; and,
- ii) details with respect to the proposed water and wastewater systems.

The provision of servicing shall relate to the phasing of development as set out in Section 8.9 of this Plan and the North Oakville Master Servicing Plan and the Region of Halton Water and Wastewater Master Plan.

- d) Prior to the approval of new urban development in any phase, a financial plan shall be approved by Region of Halton Council.
- e) A corridor shall be identified and may traverse the Core and Linkage Preserve Areas, the Glenorchy Conservation Area and High or Medium Constraint Stream Corridor Areas to facilitate the construction of a trunk sanitary sewer from the Burnhamthorpe Road/Highway 407 area to Third Line/Dundas Street in accordance with the Halton Water and Wastewater Master Plan Review (KMK, 2002). The location of the corridor shall be refined through a Municipal Class Environmental Assessment process by

Halton Region in consultation with Conservation Halton and other stakeholders and facilitates the construction of a sewer which does not exceed Halton Region's standard for depth of sewer and is at such grade which meets the existing trunk sewer at Third Line and Dundas Street and maintains the capacity requirements identified in the Region of Halton's Water and Wastewater Master Plan.

The Region's and the Town's cost of providing services to facilitate the development of lands shall be borne by such development in accordance with all applicable legislation

8.7.3.2 Utilities

- a) Utilities shall be permitted in any land use designation. The exception shall be Core and Linkage Preserve Areas, the Glenorchy Conservation Area and High or Medium Constraint Stream Corridor Areas, where new uses shall only be permitted within road allowances.
- b) Where new services are being introduced, they shall be located underground and shall be encouraged to locate in one initial common trench. Trunk hydro services may be located above ground, but will be encouraged to be located underground.
- c) The Town shall encourage the provision of electronic communications technology involving high capacity fibre optics to enhance telecommunications services. However, all telecommunications facilities shall be designed and located to minimize their visual impact on residential and environmental areas.
- d) Prior to approval of development, all interested utilities are to confirm if services can be provided to support the proposed development, and shall determine appropriate locations for large utility equipment or utility cluster sites.

8.7.4 PARKLAND HIERARCHY

8.7.4.1 Purpose

The Parkland Hierarchy is that established for North Oakville and does not reflect the hierarchy for the area of the Town south of Dundas Street. The Parkland Hierarchy includes facilities which are designed to provide the full range of active and passive recreation activities and include, in North Oakville West, the following lands:

- a) Community Parks; and,
- b) Urban Squares.

The other components of the Parkland Hierarchy include Neighbourhood Parks and Village Squares which are found in North Oakville East.

Specific policies for Community Parks, which are designated conceptually on Figure NOW2, are found in Section 8.6.6.

The locational criteria and general design parameters for Urban Squares will be determined through the Parks Facilities Distribution Plan. However, generally Urban Squares shall:

- a) consist of passive open space;
- b) be generally smaller in size than 0.3 hectares; and,
- c) may be in public or private ownership.

In addition, the following lands which provide opportunities for more passive recreation uses are also considered part of the parkland hierarchy:

- a) Core Preserve Area;
- b) Linkage Preserve Area;
- c) Glenorchy Conservation Area;
- d) High and Medium Constraint Stream Corridor Areas; and,
- e) Other Hydrological Features.

Policies for these lands are found in Sections 8.4.6 to 8.4.12 of this Secondary Plan.

8.7.4.2 Parks Facilities Distribution Plan

In addition to the policies of this Secondary Plan, additional detailed direction with respect to the North Oakville West parkland hierarchy, including additional direction with respect to Urban Squares, will be provided by the Parks Facilities Distribution Plan (PFDP). This Plan, which will form part of the Implementation Strategy, will outline the facilities proposed for each active park together with their respective sizes.

8.7.4.3 Parkland Supply

- a) The Town will endeavour to establish, throughout North Oakville, Neighbourhood Parks, Community Parks, Village Squares and Urban Squares on the basis of 2.2 hectares per 1000 persons. This parkland will be in addition to the North Park lands in North Oakville East which are already in the ownership of the Town, and which serve not only the residents of North Oakville but all of the Town. This standard shall not be interpreted as rigid or inflexible.
- b) Lands required to meet this target, which are in excess of the lands dedicated through the parkland dedication provisions of Section 8.7.4.5, may be purchased or leased by the Town.

8.7.4.4 Park Management

The Town shall manage parkland in an environmentally sensitive manner and, in particular shall:

- a) endeavour to use only native plants in naturalized areas;
- b) reduce, where appropriate, the amount of manicured areas and allow the naturalization of these areas; and,
- c) protect isolated natural features within designated park areas.

8.7.4.5 Parkland Acquisition

- a) As a condition of development of land, the Town shall require the conveyance of land for parkland or other public recreational purposes based on the parkland conveyance provisions of the Planning Act, and specifically:
 - i) in the case of land proposed for development or redevelopment for commercial or industrial purposes, 2 percent of the land proposed for development or redevelopment or within a plan of subdivision as the case may be; and,
 - ii) 5 percent of the land in all other cases.
- b) The Town may, at its discretion, request cash payment in lieu of land for park purposes to the value of the land otherwise required to be conveyed; such cash will be placed in a park fund to be expended in accordance with the provisions of the Planning Act. Cash-in-lieu shall be calculated and paid at the time of issuance of building permits. The Town may also exchange lands, or accept lots-in-lieu. The proceeds may be applied to the needs of a coordinated parkland system.
- c) The Town shall not accept as part of the parkland conveyance referred to in Subsection a), lands required for drainage purposes, stormwater management facilities, connecting walkways, lands susceptible to flooding, (except as set out in Section 8.4.13), steep valley slopes, hazard lands, wetlands, associated buffer areas including top-of-bank and meander belt setbacks, lands designated Core or Linkage Preserve Area or the Glenorchy Conservation Area or High Constraint Stream Corridor Area or Medium Constraint Stream Corridor Area or other lands unsuitable for development.
- d) All parkland conveyed to the Town shall be conveyed in a physical condition satisfactory to the Town and in accordance with the policies, practices and guidelines of the Town.

8.7.5 COMMUNITY CENTRES AND OTHER INDOOR RECREATION AND CULTURAL FACILITIES

- a) In addition to parkland, the Town recognizes the need to establish a number of community centres to provide for indoor recreation and meeting facilities. The Town shall generally provide such multi-use facilities in

association with libraries, and/or other municipal facilities and adjacent to parks and/or school facilities, where possible. The potential for an arts and cultural centre at one of these centres in North Oakville should also be investigated.

- b) The Town will also actively attempt to expand the supply and maintenance of recreation and leisure facilities through partnerships with other groups and agencies, as well as through direct provision.
- c) Lands acquired by the Town for such purposes shall be in accordance with the Town's policies, practices and guidelines.

8.7.6 LIBRARIES

- a) The Town has an active library system which will be extended to North Oakville. Libraries shall be encouraged to locate in Urban Core Areas with other municipal, recreation and culture and community service facilities.
- b) Lands acquired by the Town for such purposes shall be in accordance with the Town's and Library's policies, practices and guidelines.

8.7.7 COMMUNITY FACILITIES

- a) Community facilities include facilities designed to meet the social and cultural needs of the residents including places of worship, day care centres, museums, cultural or arts centres or other similar uses. The Town will work with such groups to ensure that provision is made for such facilities in appropriate locations to serve the residents' needs.
- b) In determining appropriate locations for community uses, the Town shall have regard to the type of service provided by the facility, recognizing that some use will serve a localized population, while others will serve the Planning Area or the Town as a whole.

8.7.8 HEALTH SERVICES

- a) The Town shall work with the Halton Healthcare Services, the Mississauga-Halton Local Health Integration Network and appropriate government and service agencies and the community to assist in providing the maximum level of health service to the community.
- b) The Town will encourage the development of a new hospital to serve all of Oakville in North Oakville. The hospital shall be located in a compact, transit supportive manner, which uses a minimal amount of land generally in the area identified on Figure NOW2 as "Health Oriented Mixed Use Node". The use of a district energy system will be encouraged.

8.7.9 FIRE AND EMERGENCY SERVICES

- a) The Town shall work to ensure the efficient and effective allocation of Fire and Ambulance Station sites and emergency services throughout the Planning Area, in consultation with the Town's Fire Department, and Halton Regional Police Services.
- b) The Town shall consult with the Fire Department, Halton Regional Police Services and Halton Region Ambulance Services with respect to the location of Fire, Police and Ambulance stations and facilities and the design of the road system to ensure that response time is minimized. Such emergency stations and facilities shall have convenient access to major roads, a close relationship to the intended service area and shall be integrated with the surrounding development including appropriate architectural design and landscaping.
- c) Development proposals shall be reviewed to ensure that they are designed to accommodate access for emergency vehicles and other safety considerations.
- d) Lands acquired by the Town and/or Region for such purposes shall be in accordance with the respective policies, practices and guidelines of the Town and Region of Halton.

8.8 DEVELOPMENT REVIEW

8.8.1 PURPOSE

All development applications in the North Oakville West Planning Area shall be subject to review in accordance with the policies of this section and the other applicable policies of this Secondary Plan. In addition, the Town may require development to be subject to the site plan control provisions of the *Planning Act* as set out in Section 8.10.6.

8.8.2 GENERAL

The policies of this section establish the background information requirements and the criteria which must be satisfied for approval of applications for official plan amendments, zoning by-law amendments, plans of subdivision, plans of condominium, variances and consents and site plans with the exception that:

- a) where the magnitude of an application for an official plan amendment application warrants it, the Town may establish specific additional requirements;
- b) where an application is for a technical or minor change, including applications for variances or consents, the Town may modify or eliminate a requirement or requirements; and,
- c) where certain information is not applicable to the application, the Town may modify or eliminate a requirement or requirements.

8.8.3 INFORMATION REQUIREMENTS

The following information and studies shall be submitted as a basis for the evaluation of development applications for new urban development and area design plans where required by Section 8.5.2:

- a) Environmental Implementation Reports (EIR)
 - i) An Environmental Implementation Report shall be prepared for each subcatchment area, in accordance with the directions established in the North Oakville Creeks Subwatershed Study Implementation Report for each subcatchment area identified in Appendix 8.2;
 - ii) The Environmental Implementation Report must demonstrate how the submissions address the overall North Oakville Creeks Subwatershed Management Report.
 - iii) The Environmental Implementation Report shall be prepared in accordance with Terms of Reference approved by the Town, the Region and the applicant(s), in consultation with Conservation Halton, by a consultant acceptable to the Town and the applicant(s)

and retained by and at the cost of the applicant(s). The Study shall be prepared to the satisfaction of the Town, the Region, Conservation Halton, and other agencies. The Environmental Implementation Report, in concert with the North Oakville Creeks Subwatershed Study fulfills the EIA requirements of the Region of Halton Official Plan.

- iv) All subsequent applications, within a subcatchment area shall conform with the initial EIR prepared for that subcatchment area or a revised EIR shall be prepared in accordance with the provisions of this section.

b) Functional Servicing Studies

A Functional Servicing Study (FSS) shall be prepared for each plan of subdivision, or other major development application. The FSS will include a preferred servicing plan based on an analysis of servicing requirements, in accordance with any approved Class Environmental Assessment Studies, Halton Transportation Master Plan and the Master Servicing Plan for the North Oakville West Planning Area and including:

- i) servicing design requirements;
- ii) preliminary sizing of water and wastewater infrastructure;
- iii) layout for roads and other transportation systems including transit and trails; and,
- iv) preliminary sizing and location of stormwater management facilities and integration with environmental features and development areas.

c) Transportation Studies

Where an FSS is not required, but concerns with transportation are identified by the Town or Region, a transportation study may be required. The Transportation Study shall be prepared in accordance with terms of reference approved by the Town and the applicant(s), or where appropriate approved by the Region, by a consultant approved by the Town and the applicant, at the cost of the applicant. The Study shall be prepared to the satisfaction of the Town, and the Region where applicable.

d) Noise Studies

Proponents of new development which may be noise sensitive within the following noise sensitive areas may be required to engage an acoustical consultant to undertake an analysis of noise levels which may affect such development and to make recommendations, recognizing the direction proposed by the policies of the Secondary Plan and Provincial requirements, and subject to the approval of the Town and other appropriate agencies, as to the measures to be incorporated into the development to reduce the received noise level:

<u>Road Type</u>	<u>Noise Sensitive Area – Distance from Centre Line</u>
Provincial Freeway	300 m
Major Arterial/Transit Corridor	50 m
Minor Arterial/Transit Corridor	15 m
Employment Area	300 m

Further, when reviewing such applications the Town shall have regard for the applicable Ministry of Environment policies and guidelines with respect to noise and compatibility of uses. In particular, where new commercial or industrial development which are potential major noise sources, such as, but not limited to, uses which have associated with them out door on-going construction activity, outdoor delivery and unloading activity, outdoor heat rejection systems (including cooling towers) and outdoor exhaust fans, the requirements of the Ministry of Environment guidelines “Noise Assessment Criteria in Land Use Planning, October 1995” or any subsequent guidelines or any successor thereto, with respect to the need for a noise impact study shall be carried out to the satisfaction of the Town or the Region where appropriate.

- e) Vibration Studies
Where new industrial development which is a potential major source of vibration, such as a metal forming industry including punch presses or drop forges, is proposed within 75 metres of existing or designated residential development, including areas where such development is located outside the Secondary Plan area, a vibration study shall be carried out to the satisfaction of the Town.
- f) Heritage Resources
Heritage resources shall be subject to the policies of Section 8.4.14 of this Secondary Plan.
- g) Archaeological Resources
Archaeological Resources shall be subject to the policies of Section 8.4.15 of this Secondary Plan.
- h) Soil Contamination
The policies of Part C, Section 10.2 of the Official Plan shall apply with respect to required studies and other action with respect to contaminated soils.

8.8.4 DEVELOPMENT EVALUATION CRITERIA

- a) Design
The appropriateness of the design of the proposed development shall be evaluated in accordance with the policies of Section 8.5 of this Secondary Plan.

- b) Heritage Resources
Heritage resources shall be evaluated in accordance with the policies of Section 8.4.14 of this Plan.
- c) Archaeological Resources
Archaeological resources shall be evaluated in accordance with the policies of Section 8.4.15 of this Plan.
- d) Natural Heritage component of the Natural Heritage and Open Space System
Development shall only be permitted on lands in or adjacent to areas which form part of the Natural Heritage component of the Natural Heritage and Open Space System on Figures NOW1, 2, 3 and 4 in accordance with the policies of this Plan and the results of the Environmental Implementation Report.
- e) Water Management
The management of water resources shall be carried out in accordance with the policies of this Plan, the directions established in the North Oakville Creeks Subwatershed Study and the relevant environmental implementation report
- f) Services
New development shall be serviced in accordance with the recommendations of the Town's and the Region's Water and Wastewater Master Plans and the relevant Functional Servicing Study.
- g) Transportation
Transportation facilities shall be provided in accordance with the Town's, and where appropriate the Halton Transportation Master Plan, any relevant Environmental Assessment and the relevant Functional Servicing Study and/or any required transportation study.
- h) Financial Impacts
Only development which can be accommodated within the financial capabilities of the Town and the Region will be permitted.
- i) Soil Capability
The policies of Part C, Section 10.2 of the Official Plan shall apply with respect to required studies and other action with respect to contaminated soils.
- j) Noise and Vibration Measures
Where the lands are adjacent to a major noise or vibration source, the Town shall be satisfied that appropriate measures to mitigate adverse impacts, having regard for any Ministry of Environment policies and guidelines, can and will be implemented.

8.8.5 NEW CEMETERY USES

A new cemetery is not a permitted use and shall require an official plan amendment. Any application for a cemetery shall be subject to the following requirements:

- a) The following information shall be submitted as a basis for the evaluation of an application for a new or expanded cemetery, in addition to the general requirements of Section 8.8, Development Review:
 - All requirements under Provincial legislation; and,
 - Soils and hydrological tests and reports to the satisfaction of the Town and the Region of Halton's Chief Medical Officer of Health.

- b) Regard shall be had to the following matters in considering a development application for a new or expanded cemetery:
 - The need for the proposed use;
 - The implications of the use of the land for a cemetery on the population and employment targets for North Oakville;
 - The appropriateness and suitability of the proposed site;
 - The impacts on adjacent land uses; and,
 - The need for suitable setbacks, buffering and fencing.

8.9 GROWTH MANAGEMENT STRATEGY

8.9.1 PURPOSE

The Growth Management Strategy for new urban development is outlined in the following sections. It is designed to ensure that growth occurs in an orderly, well-planned manner.

8.9.2 PHASING

- a) All policies under Section 8.9.2 of this Plan are subject to the capability of the Region of Halton to deliver the infrastructure to support development, including a Financial and Implementation Plan adopted by Regional Council. While the Region recognizes the flexibility to development phasing provided by Section 8.9.2 of the Plan, the provision of Regional infrastructure to support such flexibility can only be confirmed through detailed studies and analysis by the Region and amendments to the Regional Official Plan as necessary.
- b) Rate of Growth
It is the intent of this Plan to ensure that the rate of growth is controlled to ensure that:
 - i) the development of employment districts will be encouraged to occur concurrently with the development of nearby residential lands;
 - ii) progression of development is contingent on the availability and efficient utilization of public infrastructure and services;
 - iii) progression of development will follow a logical sequence generally south to north; and,
 - iv) development will proceed in a manner which will be supportive of the early provision of transit services.
- c) Unphased Development
Development in Employment designations, including all development specifically based on the principle of sustainable development in conformity with Section 8.4.4 of this Plan, and the development of parkland, shall be permitted without reference to any phasing policies subject to the availability of suitable urban infrastructure such as water, wastewater collection and treatment facilities, fire and ambulance protection and transportation.

8.9.3 FINANCE

It is a fundamental policy of this Plan that the impacts on existing taxpayers of the cost of new development within the Secondary Plan shall be minimized. In order to ensure the implementation of this policy, development shall only be permitted to proceed when:

- a) The Town has adopted a Development Charges By-law enacted under the Development Charges Act, 1997 or any successor legislation identifying and imposing charges applicable to the lands in the Planning Area;
- b) The Town has adopted a Financial Impact Assessment of the Secondary Plan;
- c) Landowners within the Planning Area have entered into an agreement or agreements or have made other satisfactory arrangements with the Town for the provision of funds or the provision of services or both in accordance with the Financial Impact Assessment and this Secondary Plan; and,
- d) A Financial and Implementation Plan has been approved by the Council of the Region of Halton prior to any development which may require updates to the Region's Development Charges By-laws.

8.9.4 LANDOWNERS AGREEMENT(S)

- a) In order to ensure the appropriate and orderly development of the Secondary Plan area, and to ensure the costs associated with the development of the Secondary Plan are equitably distributed among all landowners, development within the 407 West Employment District and/or the Sixteen Hollow Employment District shall only be permitted to proceed when landowners representing a significant proportion of the respective employment district have entered into a cost sharing agreement or agreements amongst themselves to address the distribution of costs associated with development in a fair and equitable manner.
- b) The development of individual parcels of land will generally not be permitted in the absence of participation in a landowners' cost sharing agreement, except in circumstances where the Town is satisfied that the development of the subject parcel would implement a logical extension of roads and services, the ability to appropriately and efficiently service the respective overall employment district is not prejudiced, and there is no risk of unacceptable financial impact to Town or the Region.

8.9.5 MONITORING

8.9.5.1 General

All development shall be monitored to ensure that:

- a) the overall progression is in accordance with the goals and objectives of this Plan;
- b) the targets of this Plan are being achieved;
- c) the health of the Natural Heritage component of the Natural Heritage and Open Space System is being maintained and any negative impacts are mitigated or can be rectified as soon as possible; and,

- d) the implementation of the policies of the Plan is being carried out in an appropriate, fiscally prudent manner.

8.9.5.2 Monitoring Program

A program shall be established by the Town in consultation with the Region of Halton and Conservation Halton to monitor the development in the Planning Area on an annual basis. The monitoring program shall be in accordance with directions established in the North Oakville Creeks Subwatershed Study and shall also consider such factors as:

- a) relationship and level of population and employment growth in North Oakville;
- b) supply of existing lots and number of building permits granted;
- c) the general achievement of housing mix targets in North Oakville;
- d) the functioning of stormwater management facilities to ensure they are constructed and operate as designed,
- e) stream alterations/relocations to ensure that natural channel designs were implemented and operate as designed;
- f) erosion and operation of sediment controls during construction;
- g) utilization of wastewater treatment and water supply system capacity; and,
- h) development application status.

8.9.5.3 Monitoring Report

An annual report shall be prepared to Council which shall:

- a) outline the results of the monitoring program to date;
- b) analyze the implications of the monitoring program, particularly with respect to population, employment and housing mix targets, and environmental and fiscal impacts; and,
- c) make recommendations to address any issues of concern.

The report shall be circulated to the Region of Halton, Conservation Halton and stakeholders.

8.10 IMPLEMENTATION AND INTERPRETATION

8.10.1 GENERAL

The implementation and interpretation of this Secondary Plan shall generally be in accordance with the provisions of Part F of the Official Plan and the following policies. In addition, in implementing the Plan the Town will have regard to the Secondary Plan Implementation Strategy, which includes zoning provisions, urban design guidelines, and other implementation mechanisms such as site alteration by-laws. The Town will also have regard to:

- a) North Oakville Creeks Subwatershed Study;
- b) North Oakville Financial Impact Assessment Study;
- c) Town of Oakville Master Transportation Plan;
- d) North Oakville Servicing Master Plan;
- e) Town of Oakville Parks, Recreation, Culture and Library Master Plan;
- f) Town of Oakville Environmental Strategic Plan;
- g) Town of Oakville Fire Master Plan;
- h) Draft North Oakville Mixed Use Area Study Report;
- i) Region of Halton Transportation Master Plan; and,
- j) Region of Halton Master Water and Wastewater Master Plan.

Prior to final approval of development in North Oakville West, with the exception of the development of the Health Oriented Mixed Use Node on the north side of Dundas St. at Third Line, the Town shall have undertaken and completed, in consultation with the landowners, the Secondary Plan Implementation Strategy. A range of implementation guidelines and approaches will be included in the Strategy, in particular:

- i) North Oakville Zoning By-law (general regulations and zone categories);
- ii) Urban Design and Open Space Guidelines as per Section 8.5.3;
- iii) Parks Facilities Distribution Plan as per Section 8.7.4.2;
- iv) North Oakville Transit Plan as per Section 8.7.2.2;
- v) Typical road and trail cross sections;
- vi) Trails plan as per Section 8.5.5.10; and,
- vii) North Oakville Creeks Subwatershed Study Implementation Report.

Final approval of the development in the Health Oriented Mixed Use Node may proceed prior to approval of the Implementation Strategy, however it will reflect the policies of the Secondary Plan, particularly Section 8.5 Community Design Strategy, and the proposed Urban Design and Open Space Guidelines, including road and trail cross sections. In addition, it will conform with the North Oakville Creeks Subwatershed Implementation Report.

8.10.2 ZONING BY-LAW

This Secondary Plan will be implemented by appropriate amendments to the Town's zoning by-law in accordance with the policies of this Secondary Plan and Part F, Section 1.3 of the Official Plan, in conjunction with draft plans of subdivision or other specific development applications. With respect to the bonus provisions of

Section 1.3 b), in addition to the matters listed, bonusing for development may be considered for the provision of urban squares where the provision of such facilities would exceed the 5% parkland dedication requirements, municipal parking structures, underground parking, structured parking, and enhanced streetscape facilities.

8.10.3 EXISTING NON-CONFORMING USES

Notwithstanding any other provision of this Plan or of the Official Plan, this Plan is not intended to prevent the continuation, expansion or enlargement of existing uses which do not conform to the designations or provisions of this Plan.

It shall be the policy of this Plan that where an existing land use is not permitted in the designations on Figure NOW2 to this Plan, that the use of such land, building or structure for the purpose for which it was legally used at the date of adoption of this Plan may be recognized in the zoning by-law.

Provision may also be made, subject to a zoning by-law amendment, for the expansion or enlargement of such existing use, building or structure or a change in use in accordance with the following policies:

- a) that the change will not adversely affect the implementation of the policies of the Secondary Plan and, in particular no change shall be permitted in the Core or Linkage Preserve Area or the High Constraint Stream Corridor Area designations on Figure NOW2;
- b) that the proposed change is in proportion to the size of the use as it existed on the date of the enactment of this Plan;
- c) that the proposed change is compatible with surrounding existing and planned uses in terms of noise, vibration, fumes, heat radiation, smoke, dust, odours or other similar offensive characteristics, or where the use is an agricultural use, that the proposed change will improve the compatibility of the use with surrounding existing and proposed uses;
- d) that site planning and design are such as to minimize the effect of the proposed change on adjacent existing and planned uses, through landscaping, buffering, screening, setbacks for buildings and structures, and/or devices and measures which reduce nuisance(s) caused by uses such as outdoor storage, lighting and advertising;
- e) there are, or will be, adequate municipal services for the proposed use; and,
- f) that the use will not result in any significant increase in traffic impacts including:
 - i) increased volumes through residential areas;
 - ii) inadequate parking and loading facilities;

- iii) inadequate access; and,
- iv) danger to pedestrians and bicyclists.

8.10.4 PLANS OF SUBDIVISION OR CONDOMINIUM

Only those plans of subdivision or condominium shall be approved for development which:

- a) comply with the designations and policies of this Plan;
- b) can be supplied with adequate infrastructure, services and community facilities; and,
- c) will not adversely affect the financial status of the Town or the Region of Halton.

8.10.5 CONSENTS

Subdivision of land shall generally take place by plan of subdivision. Consents may be permitted in accordance with:

- a) the provisions of Part C, Section 12.2 b) , c), and d) and Section 12.3 of the Official Plan;
- b) any applicable provisions of this Secondary Plan; and,
- c) provided that the consent shall not prejudice the implementation of this Secondary Plan.

8.10.6 SITE PLAN CONTROL

All lands in the Planning Area shall be designated as a site plan control area. The provisions of the Planning Act with respect to site plan control may be used for all uses. The site plan control by-law shall establish circumstances where development is to be exempt. Site plans will be reviewed in relation to the Urban Design and Open Space Guidelines which will be developed as part of the Secondary Plan Implementation Strategy.

8.10.7 PUBLIC SECTOR

It is the objective of this Plan to achieve the agreement of all public agencies involved in any aspect of development in the Planning Area to comply with the policies of this Plan, the regulations of the Zoning By-law and other related policies, regulations and guidelines, in order to achieve the implementation of the policies of this Plan.

8.10.8 RELATIONSHIP TO OFFICIAL PLAN

The provisions of this Secondary Plan shall prevail over the provisions of the Town of Oakville Official Plan in the event of any conflict.

8.10.9 REQUIRED STUDIES

Where this Plan requires the submission of technical studies by the applicant in support of a development application, the Town may, in special circumstances and acting reasonably, retain a peer review consultant at the expense of the applicant to review such studies, or where there is an issue of significance, at its discretion and after consultation with the applicant, require that such studies be carried out by a consultant retained by the Town at the cost of the applicant. Where the Town retains the consultant to carry out the study at the cost of the applicant, the applicant shall have input to the establishment of terms of reference, a specific cost limit and schedule for the completion of the study, which shall be established prior to the commencement of the study.

8.10.10 MAINTENANCE AND OCCUPANCY CONTROLS

The policies of the Official Plan in Part C, Section 11 with respect to Maintenance and Occupancy Controls shall apply in the North Oakville West Planning Area.

8.10.11 COMMUNITY IMPROVEMENT

The policies of the Official Plan in Part C, Section 13 with respect to Community Improvement shall apply in the North Oakville West Planning Area.

8.10.12 INTERPRETATION

This Plan shall be interpreted in accordance with the provisions of the Official Plan in Part F, Sections 2.1, 2.2, 2.3, 2.4 i, ii, and iii, 2.5, 2.6, 2.7 and the definitions in Section 2.8 and the additional definitions in Section 8.10.13.

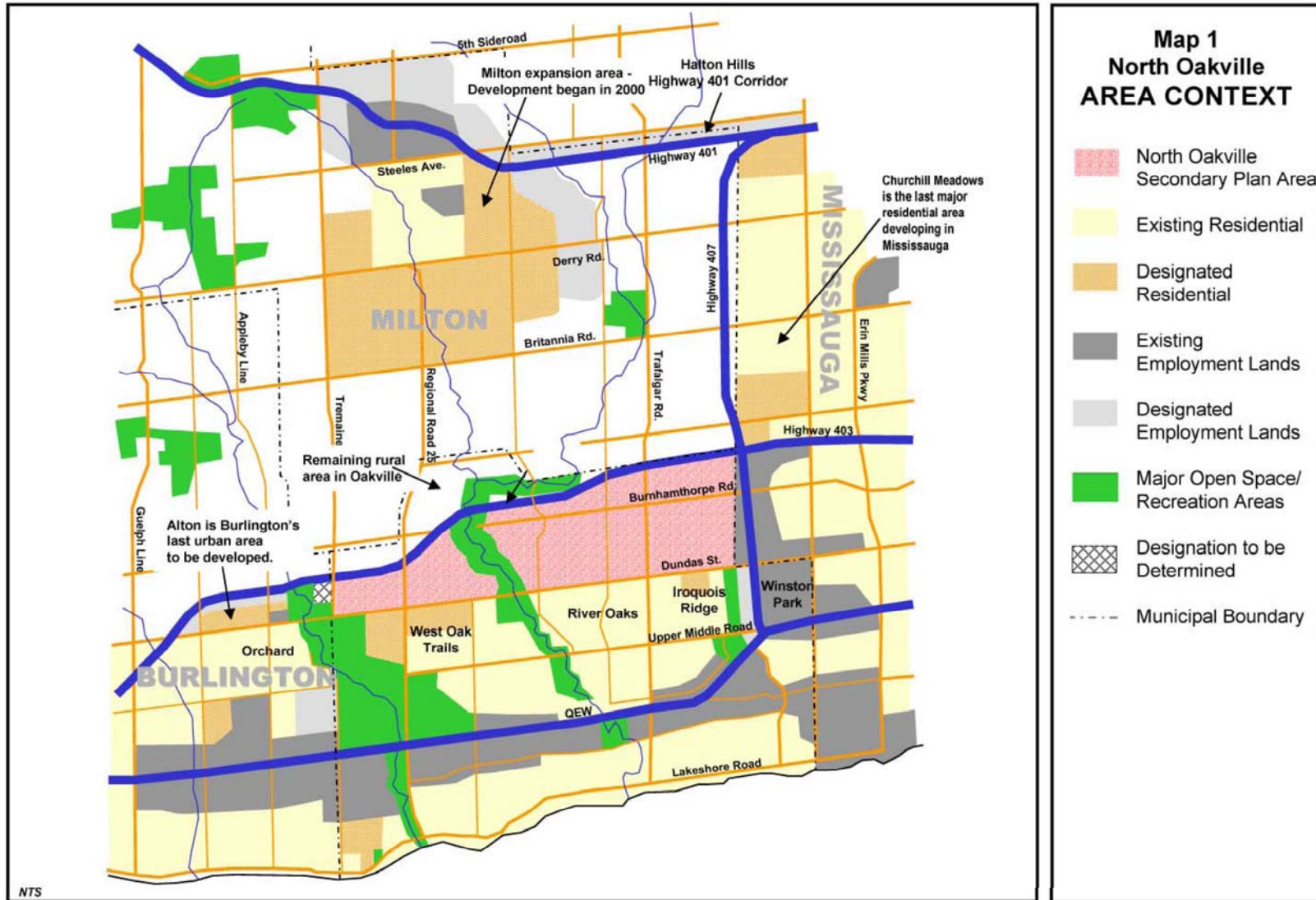
However, the Appendices following the material set out in Schedule 1 do not form part of the Official Plan as amended.”

8.10.13 DEFINITIONS

- a) **Traffic Calming**
This term shall mean a form of transportation planning which seeks to harmonize the use of streets by automobiles, pedestrians, bicyclists, playing children and other street uses. This is accomplished through the use of alternative engineering design standards and streetscape design devices and techniques including on-street parking, traffic circles and extended sidewalks that diversify street uses and control traffic volumes and speed while maintaining maximum mobility and access. Traffic calming also is directed at making drivers aware of the fact that they are sharing the street with other uses.

- b) **Flat-lining the Energy Profile**
The combination of land uses so they off-set the electricity and related heating and cooling peaks throughout the day. This reduces the amount of infrastructure required for the community and creates opportunities for district energy systems.

- c) Floor Space Index
The gross floor area of all buildings on a lot divided by the lot area.
- d) Retail Commercial
Retail commercial uses do not include office uses.
- e) Net Hectare shall be calculated based on the area of the lot excluding all other areas. In particular, local, collector and arterial roads, public and private lanes, parks, schools and storm water management ponds and any other area of a plan used for open space purposes including but not limited to valleylands, woodlots, wetlands, buffers and linkages shall be excluded from the calculation of net hectare.
- f) Gross Developable Area shall be calculated as the total area of land excluding the Natural Heritage System component of the Natural Heritage and Open Space System.
- g) Utilities include power, telephone, telecommunications and other cable services, as well as gas and district energy services.
- h) Cultural heritage resources include buildings, structures and properties designated or listed under the Ontario Heritage Act; and significant built heritage resources and significant cultural heritage landscapes as defined and interpreted by the applicable Provincial Policy Statement.
- i) Urban Heat Island Effect reflects the fact that as population centres grow they tend to have a corresponding increase in the average temperature and become significantly warmer than surrounding rural areas.
- j) Low Density Residential Development or uses shall consist primarily of single detached, semi-detached and duplex dwellings or similar types of dwellings, all with direct frontage and access to a public or private street.
- k) Medium Density Residential Development, buildings or uses shall consist primarily of single detached dwellings on small lots, semi-detached, duplex and triplex dwellings, as well multiple attached dwelling units such as townhouses, back-to-back townhouses, block townhouses, stacked townhouses or similar types of dwellings, the majority with direct frontage and access to a public or private street.
- l) High Density Residential Development, buildings or uses shall consist of stacked townhouses, back-to-back townhouses and apartments or similar types of dwellings.





NOTE: This Plan must be read in conjunction with NOW 2, NOW 3 & NOW 4

LEGEND

- - - SECONDARY PLAN AREA BOUNDARY
- PROVINCIAL FREEWAY
- MAJOR ARTERIAL/TRANSIT CORRIDOR
- MINOR ARTERIAL/TRANSIT CORRIDOR
- AVENUE/TRANSIT CORRIDOR
- TRANSITWAY
- * HEALTH ORIENTED MIXED USE NODE
- FIVE MINUTE PEDESTRIAN SHED
- SPECIAL STUDY AREA
- EMPLOYMENT DISTRICT
- NATURAL HERITAGE COMPONENT OF NATURAL HERITAGE AND OPEN SPACE SYSTEM
- OPEN SPACE COMPONENT OF NATURAL HERITAGE AND OPEN SPACE SYSTEM

Town of Oakville
North Oakville West of Sixteen
Mile Creek Secondary Plan

FIGURE NOW 1
Community Structure

April 2009





NOTE: This Plan must be read in conjunction with NOW 1, NOW 3 & NOW 4

LEGEND

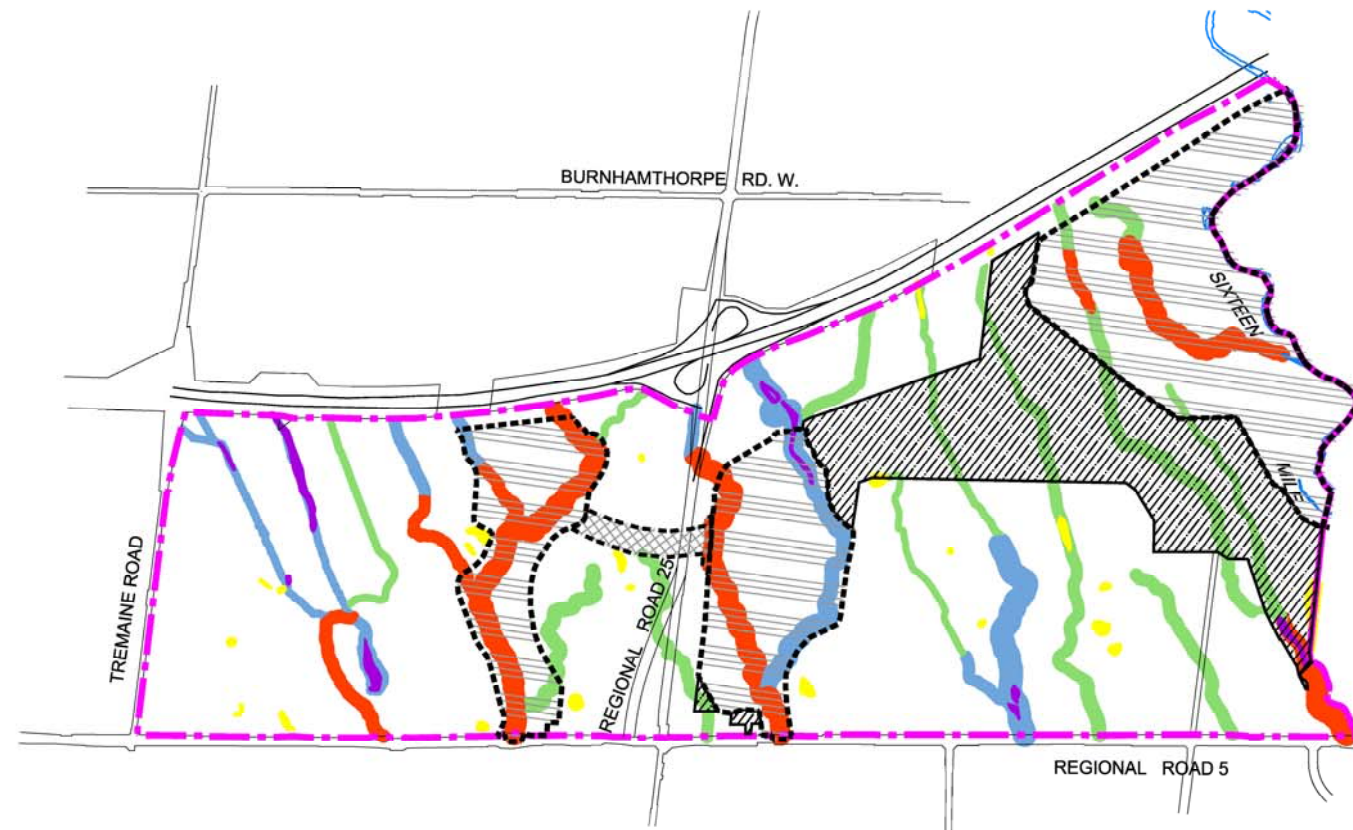
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|-------------------------------------|--------------------------------|
| --- SECONDARY PLAN AREA BOUNDARY | == TRANSITWAY |
| ==== PROVINCIAL FREEWAY | □ SPECIAL STUDY AREA |
| --- MAJOR ARTERIAL/TRANSIT CORRIDOR | ■ EMPLOYMENT DISTRICT |
| --- MINOR ARTERIAL/TRANSIT CORRIDOR | ■ NATURAL HERITAGE SYSTEM AREA |
| --- AVENUE/TRANSIT CORRIDOR | ■ CP COMMUNITY PARK AREA |
| * HEALTH ORIENTED MIXED USE NODE | |

Town of Oakville
North Oakville West of Sixteen
Mile Creek Secondary Plan

FIGURE NOW 2
Land Use Plan

April 2009





NOTE: This Plan must be read in conjunction with NOW 1, NOW 2 & NOW 4

LEGEND

- | | |
|--------------------------------------|------------------------------------|
| SECONDARY PLAN AREA BOUNDARY | OTHER HYDROLOGICAL FEATURES |
| OAKVILLE / MILTON MUNICIPAL BOUNDARY | LOW CONSTRAINT STREAM CORRIDORS |
| CORE PRESERVE AREA | HYDROLOGIC FEATURES "A" |
| CORE PRESERVE AREA | HYDROLOGIC FEATURES "B" |
| LINKAGE PRESERVE AREA | |
| GLENORCHY CONSERVATION AREA | |
| HIGH CONSTRAINT STREAM CORRIDORS | |
| MED. CONSTRAINT STREAM CORRIDORS | |

Town of Oakville

North Oakville West of Sixteen
Mile Creek Secondary Plan

FIGURE NOW 3
*Natural Heritage Component of Natural
Heritage and Open Space System
including Other Hydrological Features*

April 2009





NOTE: This Plan must be read in conjunction with NOW 1, NOW 2 & NOW 3
 NOTE: Actual transit routing will be determined by Oakville Transit through periodic service updates.

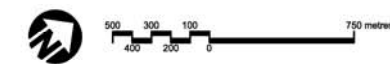
LEGEND

- | | |
|---------------------------------------|--|
| --- SECONDARY PLAN AREA BOUNDARY | ■ BUSWAY CORRIDOR |
| ==== PROVINCIAL FREEWAY | -.-.- MAJOR TRAIL SYSTEM |
| -.-.- MAJOR ARTERIAL/TRANSIT CORRIDOR | Ⓣ TRANSIT TERMINAL |
| -.-.- MINOR ARTERIAL/TRANSIT CORRIDOR | ■ NATURAL HERITAGE SYSTEM AREA |
| -.-.- AVENUE/TRANSIT CORRIDOR | TRANSIT SERVICE CONCEPT |
| ==== TRANSITWAY CORRIDOR | ==== INTER-REGIONAL TRANSIT CORRIDOR SERVICE |
| | ==== PRIMARY TRANSIT CORRIDOR SERVICE |
| | ==== SECONDARY TRANSIT CORRIDOR SERVICE |
| | ==== COMMUNITY SERVICE |

Town of Oakville
 North Oakville West of Sixteen
 Mile Creek Secondary Plan

FIGURE NOW 4
Transportation Plan

April 2009



APPENDIX 8.1

DESIGNATED CULTURAL HERITAGE RESOURCES



NOTE: Properties have been generally identified, refer to the Heritage List at the Town of Oakville

LEGEND

- - - SECONDARY PLAN AREA BOUNDARY
- *** PROPERTIES WITH DESIGNATED HERITAGE BUILDINGS

Town of Oakville
 North Oakville West of Sixteen
 Mile Creek Secondary Plan

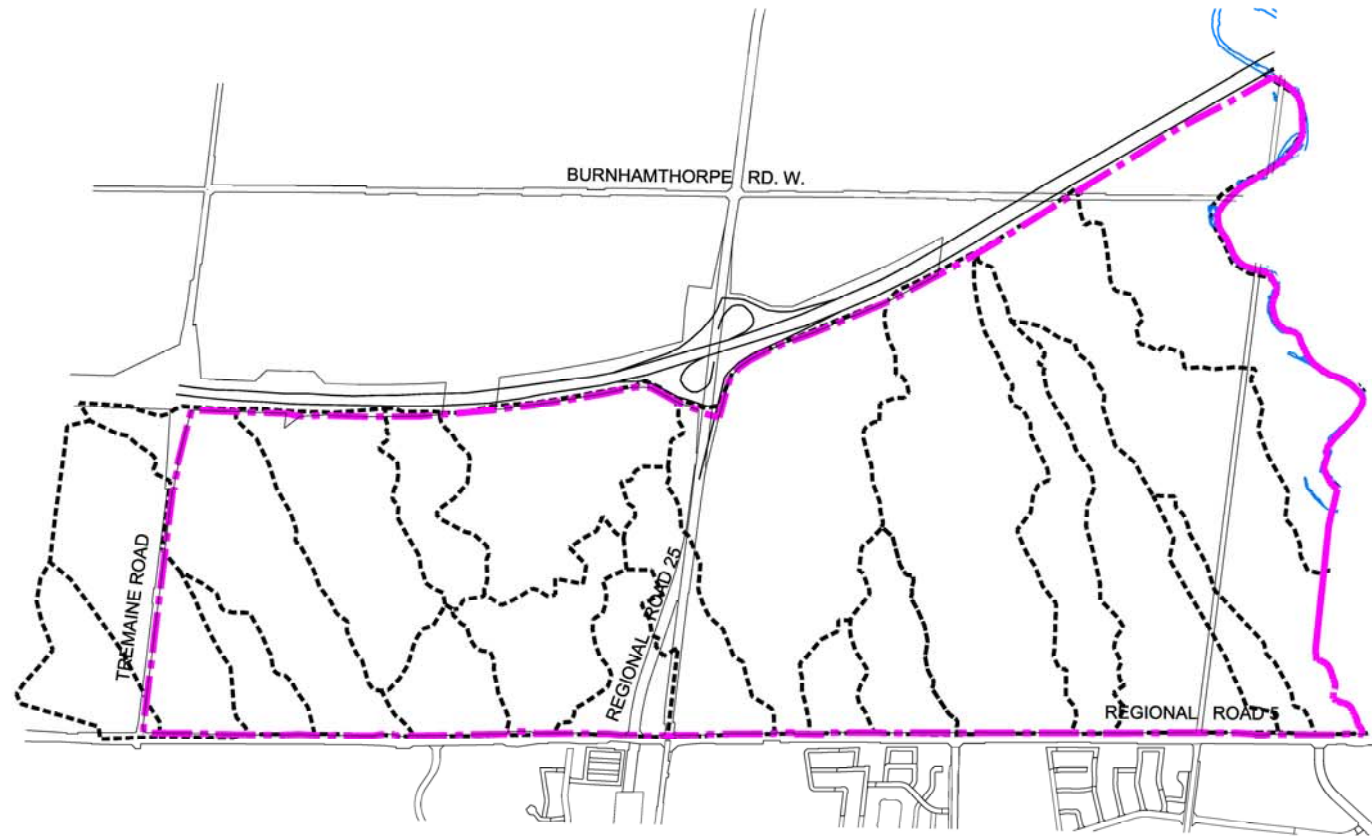
APPENDIX 8.1
Designated Heritage
Buildings

April 2009



APPENDIX 8.2

SUBCATCHMENT AREAS



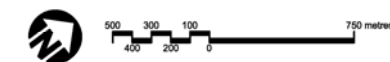
LEGEND

- SECONDARY PLAN AREA BOUNDARY
- SUBCATCHMENT AREAS

Town of Oakville
North Oakville West of Sixteen
Mile Creek Secondary Plan

APPENDIX 8.2
Subcatchment Areas

April 2009



APPENDIX 8.3










MASTER PLAN



Town of Oakville

Appendix 8.3
North Oakville West Master Plan

April 2009

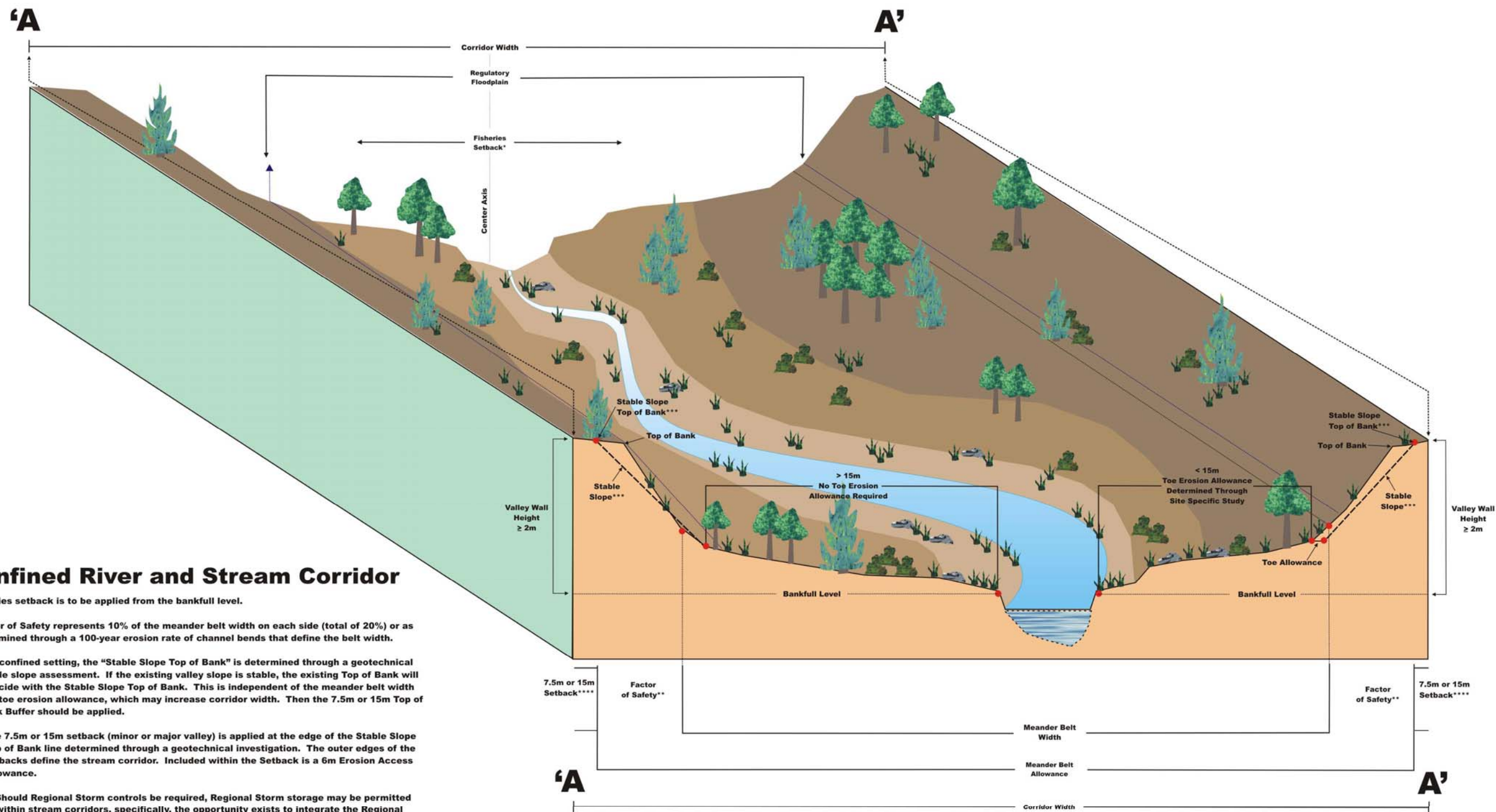
- LEGEND**
-  SECONDARY PLAN AREA BOUNDARY
 -  TRANSITWAY
 -  SPECIAL STUDY AREA
 -  EMPLOYMENT AREA
 -  NATURAL HERITAGE SYSTEM AREA
 -  STORMWATER MANAGEMENT FACILITY (final location tbd)
 -  COMMUNITY PARK AREA
 -  HEALTH ORIENTED MIXED USE NODE
 -  PRIVATE ACCESS ROAD TO TRANSPORTATION TERMINAL (SECTION 8.6.5.6)



APPENDIX 8.4

STREAM CORRIDOR COMPONENTS

Figure 6.3.15a



Confined River and Stream Corridor

*Fisheries setback is to be applied from the bankfull level.

**Factor of Safety represents 10% of the meander belt width on each side (total of 20%) or as determined through a 100-year erosion rate of channel bends that define the belt width.

***In a confined setting, the "Stable Slope Top of Bank" is determined through a geotechnical stable slope assessment. If the existing valley slope is stable, the existing Top of Bank will coincide with the Stable Slope Top of Bank. This is independent of the meander belt width and toe erosion allowance, which may increase corridor width. Then the 7.5m or 15m Top of Bank Buffer should be applied.

****The 7.5m or 15m setback (minor or major valley) is applied at the edge of the Stable Slope Top of Bank line determined through a geotechnical investigation. The outer edges of the setbacks define the stream corridor. Included within the Setback is a 6m Erosion Access Allowance.

Note: Should Regional Storm controls be required, Regional Storm storage may be permitted within stream corridors, specifically, the opportunity exists to integrate the Regional flood storage within/above SWM facility footprints and within the stream corridors. The applicability of this design flexibility will be determined at the EIR and FSS stage based on grading/servicing considerations and ensuring that any natural heritage features, valley and aquatic functions are not adversely impacted.

Figure 6.3.15b

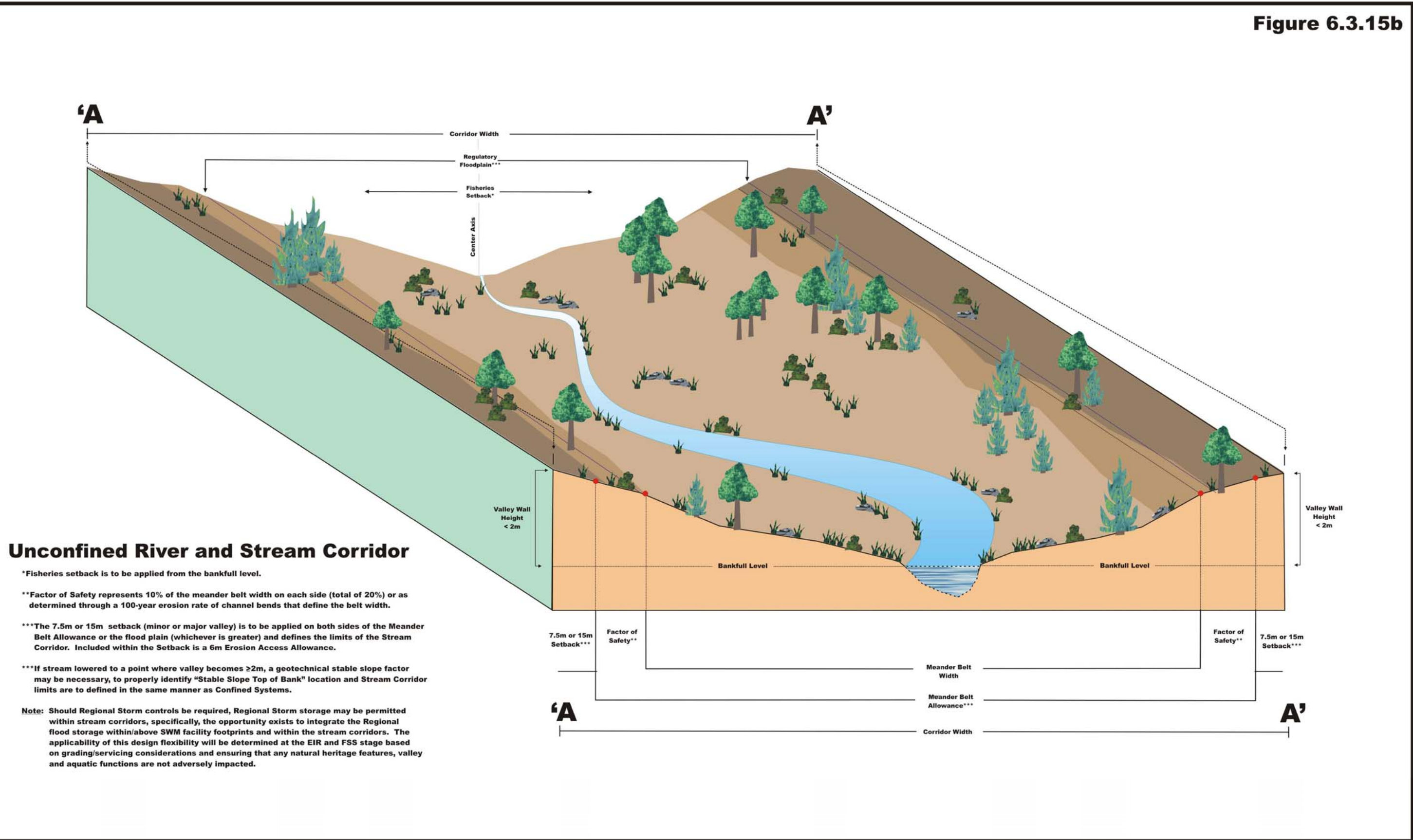


Figure 6.3.15c

