



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2026-068

Official Plan Amendment 338

A by-law to adopt an amendment to the North Oakville East Secondary Plan to implement the findings of the North Oakville East Commercial Study (File No. 42.15.73).

WHEREAS the North Oakville East Secondary Plan, approved by the Ontario Municipal Board on January 11, 2008, forms part of the Official Plan of the Oakville Planning Area applicable to lands not covered by the Livable Oakville Plan;

WHEREAS subsection 21(1) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, states that a council of a municipality that is within a planning area may initiate an amendment to any official plan that applies to the municipality, and section 17 applies to any such amendment;

WHEREAS the approval authority, under subsection 17(1) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, is the Minister of Municipal Affairs and Housing and Ontario Regulation 525/97 outlines conditions for exemption from approval; and,

WHEREAS it is deemed necessary to pass an amendment to the North Oakville East Secondary Plan to implement the findings of the North Oakville East Commercial Study.

COUNCIL ENACTS AS FOLLOWS:

1. For the Purpose of this by-law:

- a. "1984 Oakville Official Plan means the Official Plan for the Oakville Planning Area adopted by the Council of the Corporation of the Town of Oakville on July 5, 1983 by By-law 1983-114, approved as modified by the Minister of Municipal Affairs and Housing on December 21, 1984 subject to certain referrals and deferrals, and as subsequently amended.

b. “North Oakville East Secondary Plan” means Official Plan Amendment 272 to the 1984 Oakville Official Plan, which was approved by the Ontario Municipal Board on January 11, 2008, and as subsequently amended.

2. The attached Official Plan Amendment Number 338 to the 1984 Oakville Official Plan, attached as “**Appendix A**” to this by-law, is hereby received.
3. The attached Official Plan Amendment Number 338 is subject to appeal rights set out in section 17 of the Planning Act, R.S.O. 1990, c. P.13, and shall come into effect once the deadline for filing appeals has passed or all appeals have been withdrawn or finally disposed of.
4. The attached Official Plan Amendment Number 338 is exempt from approval pursuant to Ontario Regulation 525/97 Exemption from Approval (Official Plan Amendments).

PASSED this 19th day of May, 2026

MAYOR

CLERK

APPENDIX “A” to By-law 2026-068

Official Plan Amendment Number 338 to the North Oakville East Secondary Plan forming part of the Official Plan of the Oakville Planning Area of the Town of Oakville

Constitutional Statement

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number 338 to the 1984 Oakville Official Plan’s North Oakville East Secondary Plan.

Part 1 – Preamble

1. Purpose and Effect

The purpose of the proposed official plan amendment is to modify text and Figure NOE1 of the North Oakville East Secondary Plan to implement the findings of the North Oakville East Commercial Study.

The effect of the proposed amendment includes changes to:

- Add new policies for retail and service commercial uses directed to the Commercial Nodes, Primary Activity Nodes and Secondary Activity Nodes.
- Update area specific retail and service commercial policies to support new commercial areas that contribute to compact, mixed-use, complete communities.
- Update land use policies in the Trafalgar Urban Core Area and Dundas Urban Core Area to strengthen policies for interim retail and service commercial uses and phased development, clarify building typologies, add minimum commercial requirements and enhance urban design components.
- Add Commercial Nodes and revise specific locations of the Primary and Secondary Activity Nodes on Figure NOE1 Community Structure.

The proposed amendment will result in changes to the following parts of the North Oakville East Secondary Plan:

- Section 7.3.2 Urban Core;
- Section 7.3.3 Residential Neighbourhoods;
- New Section 7.3.4 Commercial;
- Section 7.5.7 Parking Areas;
- Section 7.5.12 Neighbourhoods;
- Section 7.5.13 Urban Core Areas – Interim Uses and Phased Development;
- Section 7.5.14 Trafalgar Urban Core Area;
- Section 7.5.15 Dundas Urban Core;
- Section 7.6.4 Trafalgar Urban Core Area (Land Use Strategy);
- Section 7.6.5 Dundas Urban Core Area (Land Use Strategy);
- Section 7.6.7 Neighborhood Area (Land Use Strategy);
- Section 7.7.2 Transportation;
- Section 7.7.8 Community Facilities; and,
- Figure NOE1 Community Structure.

2. Background and Basis

- The North Oakville East Secondary Plan (NOESP) was approved by the Ontario Municipal Board (OMB) in January 2008 and provides policy directions for growth and development to 2021. The vision outlined in the NOESP is to guide development of an urban community that is compact, mixed-use, transit supportive and achieves a complete community.
- The Town’s Official Plan Review was launched at a Special Public Meeting of Planning and Development Council on May 11, 2015.

- The Employment and Commercial Review, a component of the Official Plan Review, was initiated in 2016 and concluded in 2018. It resulted in an associated amendment to the Livable Oakville Plan (OPA 26), which included updates to commercial policies.
- The North Oakville Secondary Plans Review (NOSPR), a component of the Official Plan Review, was initiated in 2017. Part 1 of the NOSPR, which concluded in 2018, resulted in amendments to the North Oakville East and West Secondary Plans (OPAs 321 and 322), and included updates to live-work and mixed-use terminology and non-residential requirements in neighbourhood activity nodes. A Commercial Policy Review was identified for Part 2 of the NOSPR.
- In May 2023, Parcel Economics Inc. and Gladki Planning Associates were retained to complete the North Oakville East Commercial Study (NOECS). The purpose of the study was to assess the current and future commercial needs of North Oakville East, focusing on the quantity, scale, location, and form of required commercial development.
- On November 25, 2024, Council endorsed the NOECS and directed staff to implement the findings of the NOECS and report back with a draft amendment to the North Oakville East Secondary Plan.
- Staff has undertaken review and consultation to bring forward the draft Official Plan Amendment (OPA), which implements the findings of the NOECS and aims to strengthen policies for retail and service commercial uses that achieve compact, mixed-use, complete communities.
- On March 23, 2026, the statutory public meeting of Planning and Development Council was held to present the draft OPA and solicit public comments.

Part 2 – The Amendment

A. Text Changes

The amendment includes the changes to the policies of the North Oakville East Secondary Plan listed in the following table. Text that is **bolded and underlined** is new text to be inserted into the North Oakville East Secondary Plan . Text that is crossed out (“~~strike through~~”) is to be deleted from the Plan.

No	Section	Description of Change
1	7.3.2	Revise the policy as follows:

No	Section	Description of Change
	COMMUNITY STRUCTURE, URBAN CORE	<p>The Urban Core designations reflect the most urban part of the North Oakville East Plan Area. These areas provide for the densest development and the highest order activities including a full range of residential, retail and service commercial, entertainment, cultural, business and institutional uses. Mixed use development is encouraged. Ultimately it is intended that Urban Core lands will become true mixed use urban areas <u>and will support the establishment of Commercial Nodes</u>. The primary focus of this development is along Trafalgar Road, with the north side of Dundas St. and the intersection of Neyagawa Boulevard and Burnhamthorpe Road West / William Halton Parkway also having an important role in accommodating growth.</p>
2	7.3.3 COMMUNITY STRUCTURE, RESIDENTIAL NEIGHBOURHOODS	<p>Revise the policy as follows:</p> <p>a) <u>Neighbourhood Centre</u> Neighbourhood Centres are located in the centre of each neighbourhood, within walking distance of most residents. While predominately residential in character, Neighbourhood Centres will permit a range of uses. These uses will be permitted throughout the area but will be focused at a central activity node for the neighbourhood. Neighbourhood Centres have denser development than other parts of the neighbourhood but are predominantly ground related, and, in addition to residential development, will include a range of <u>mixed use, convenience retail</u> and service commercial, civic, <u>and</u> institutional and live-work functions in buildings at a scale and with a design appropriate to the area. <u>Neighbourhood Centres will support the establishment of Primary and Secondary Activity Nodes, as identified on Figure NOE1.</u></p>
3	*NEW* 7.3.4 COMMUNITY STRUCTURE,	<p>Add new policy as follows and renumber the subsequent policies accordingly:</p>

No	Section	Description of Change
	COMMERCIAL	<p><u>The Town has identified locations intended for concentrations of retail and service commercial uses:</u></p> <p>a) <u>Commercial Nodes</u></p> <p><u>Commercial Nodes are intended to have a prominent commercial focus with the greatest importance, highest concentration and most dense clustering of retail and service commercial uses. Compact, mixed use built form is envisioned long term within the Commercial Nodes with retail and service commercial uses located within mixed use buildings.</u></p> <p><u>The geographic extent of Commercial Nodes is approximately a ten minute walking distance of the identified intersection in the Urban Core Areas. Applications within this walking distance shall demonstrate how they contribute to the minimum requirement of gross leasable floor area for retail and service commercial uses. Commercial Nodes are identified on Figure NOE1 at the following intersections:</u></p> <p>i) <u>Commercial Node 1 - Trafalgar Road and Dundas Street East;</u></p> <p>ii) <u>Commercial Node 2 - Neyagawa Boulevard and Dundas Street West;</u></p> <p>iii) <u>Commercial Node 3 - Neyagawa Boulevard and Burnhamthorpe Road West; and,</u></p> <p>iv) <u>Commercial Node 4 - Trafalgar Road and Burnhamthorpe Road East.</u></p> <p>b) <u>Primary Activity Nodes</u></p>

No	Section	Description of Change
		<p><u>Each Primary Activity Node will serve the local retail and service commercial needs of the neighbourhood and are identified on Figure NOE1.</u></p> <p>c) <u>Secondary Activity Nodes</u></p> <p><u>Each Secondary Activity Node will serve the local convenience, retail and service commercial needs of the neighbourhood and are identified on Figure NOE1.</u></p>
4	7.5.7.1 COMMUNITY DESIGN STRATEGY, PARKING AREAS Off-Street Parking	<p>Add new policy as follows:</p> <p>f) <u>Opportunities for shared parking will be considered for retail and service commercial development in Commercial Nodes, Primary Activity Nodes and Secondary Activity Nodes, subject to evaluation and satisfaction by the Town.</u></p>
5	7.5.12 COMMUNITY DESIGN STRATEGY, NEIGHBOURHOODS	<p>Revise the policies as follows:</p> <p>a) Each neighbourhood will include <u>activity nodes</u> at its centre, approximately a five minute walk from most areas of the neighbourhood, a neighbourhood activity node which would include a transit stop and other public facilities which serve the neighbourhood such as central mail boxes or mail pickup facilities. In addition, convenience <u>Retail and service</u> commercial facilities or similar uses will be encouraged to locate at <u>within</u> neighbourhood activity node <u>Primary and Secondary Activity Nodes;</u></p> <p>b) Neighbourhoods shall be primarily residential in character, but will include mixed use development including <u>retail and service</u> commercial, institutional, live-work and civic facilities;</p>
6	7.5.13	<p>Add new policy as follows:</p>

No	Section	Description of Change
	COMMUNITY DESIGN STRATEGY, URBAN CORE AREAS – INTERIM USES & PHASED DEVELOPMENT	<p>g) <u>Within Commercial Nodes, interim retail and service commercial uses and phased development should demonstrate how retail and service commercial buildings will be developed over the long term through an intensification plan. The planned retail and service commercial function should be maintained.</u></p>
7	7.5.14 COMMUNITY DESIGN STRATEGY, TRAFALGAR URBAN CORE AREA	<p>Revise the policy as follows:</p> <p>b) Trafalgar Road shall have a strong street-related built edge, wide sidewalks, enhanced tree plantings and other design features to reflect its significance <u>as to</u> the community <u>as a Transit Corridor</u>; “main street”;</p> <p>c) The development in the area of the Trafalgar/Dundas and the Trafalgar/Burnhamthorpe intersections is envisioned as mixed use Commercial Nodes nodes with a <u>retail and service</u> commercial focus that serve to anchor the Trafalgar Urban Core Area; and in the case of the Trafalgar/Dundas intersection ensures a strong relationship with the Uptown Core to the south;</p>
8	7.5.14 COMMUNITY DESIGN STRATEGY, TRAFALGAR URBAN CORE AREA	<p>Revise the policy as follows:</p> <p>f) Retail and service commercial development will be encouraged in a “main street” format where retail and service commercial uses are oriented to the street creating a pleasant pedestrian shopping environment. These retail and commercial uses may be in stand-alone stores or in the ground floors of mixed use buildings. Although the entirety of Trafalgar Road shall have a strong street related built edge, it is anticipated that the areas of retail and service commercial development will be clustered into a few areas. Additional commercial areas</p>

No	Section	Description of Change
		<p>may occur throughout the Trafalgar Urban Core Area. In areas of commercial development <u>Commercial Nodes should be comprised of mixed use developments oriented to the street to create an active, safe and pedestrian-oriented environment. Entrances to retail and service commercial uses are encouraged to be located on Avenue and Connector Roads that are parallel or perpendicular to Trafalgar Road. Retail and service commercial uses should be located within mixed use buildings and:</u></p> <ul style="list-style-type: none"> <li data-bbox="781 800 1446 905">i) the principal public entrance should provide direct <u>and barrier-free</u> access onto the public <u>realm</u> sidewalk; <li data-bbox="781 947 1446 1010">ii) the primary windows and signage should also face the street; <li data-bbox="781 1052 1446 1178">iii) buildings facing the street should be encouraged to have <u>incorporate</u> awnings, canopies, arcades or front porches to provide weather protection; <li data-bbox="781 1220 1446 1325">iv) no <u>surface</u> parking, driveways, lanes or aisles should be permitted between buildings and the public sidewalk; <li data-bbox="781 1356 1446 1524">v) buildings should have a consistent setback and parking lots abutting the street shall be limited <u>in size</u> and designed in accordance with the provisions of Section 7.5.7.1; <li data-bbox="781 1556 1446 1692"><u>vi) Underground parking structures are preferred, and all structured parking should have appropriate siting and screening;</u> <li data-bbox="781 1724 1446 1829"><u>vii)</u> the location and design of any large retail stores shall consider the design alternatives set out in Section 7.5.13 b);

No	Section	Description of Change
		<p>and,</p> <p>viii) any commercial nodes Commercial Nodes including large retail stores should be integrated into the pattern of streets and blocks of which they are a part. The pattern of blocks and the physical design of the buildings in relation to the street should encourage pedestrian circulation to, from and within this the commercial area Commercial Node. Streets, sidewalks and the orientation of buildings and their main entrances shall be designed and located to create comfortable, enjoyable pedestrian movement in a vibrant public realm.</p> <p>g) The commercial node south of existing Burnhamthorpe Road shall provide for a large scale retail and service commercial development serving the commercial needs of the community. It is intended that the built form in this area may be primarily single storey, but over time, this area may intensify to a more mixed use, multi-storey character. The location and design of large retail stores shall consider the design alternatives set out in Section 7.5.13 b). The commercial node should be integrated into the pattern of streets and blocks of which it is a part. The pattern of blocks and the physical design of the buildings in relation to the street should encourage pedestrian circulation to, from and within this commercial area. Streets, sidewalks and the orientation of buildings shall be designed to create comfortable, enjoyable pedestrian movement in a vibrant public realm.</p>
9	7.5.15	Revise the policy as follows:

No	Section	Description of Change
	COMMUNITY DESIGN STRATEGY, DUNDAS URBAN CORE	<p>b) The full range of uses and densities of development, including <u>mixed use</u> live/work units, would be permitted throughout the Urban Core Area, <u>with retail and service commercial concentrated at the Commercial Node</u>, with the exception that retail <u>Retail</u> and service commercial development shall generally be located at the intersections of Minor Arterials, Avenues and Connectors with Dundas Street. It is also anticipated that the highest density uses would be encouraged to locate at these intersections.</p> <p>c) Where retail and service commercial development is permitted it will be encouraged in a “main street” format where retail and service commercial uses are oriented to the street creating a pleasant, pedestrian shopping environment. These retail and service commercial uses may be in stand-alone stores or in the ground floor of mixed use buildings. In areas of commercial development: <u>Commercial Nodes should be comprised of mixed use developments oriented to the street to create an active, safe and pedestrian-oriented environment. Entrances to retail and service commercial uses are encouraged to be located on Avenue and Connector Roads that are parallel or perpendicular to Dundas Street. Retail and service commercial uses should be located within mixed use buildings and:</u></p> <p>i) the principal public entrance should provide direct <u>and barrier-free</u> access onto the public <u>realm</u> sidewalk;</p> <p>ii) the primary windows and signage should also face the street;</p>

No	Section	Description of Change
		<ul style="list-style-type: none"> iii) buildings facing the street should be encouraged to have incorporate awnings, canopies, arcades or front porches to provide weather protection; iv) no surface parking, driveways, lanes or aisles should be permitted between buildings and the public sidewalk; v) buildings should have a consistent setback and parking lots abutting the street shall be limited in size and designed in accordance with the provisions of Section 7.5.7.1; vi) <u>Underground parking structures are preferred, and all structured parking should have appropriate siting and screening;</u> vii) the location and design of any large retail stores shall consider the design alternatives set out in Section 7.5.13 b); and, viii) any commercial nodes <u>Commercial Nodes</u> including large retail stores should be integrated into the pattern of streets and blocks of which they are a part. The pattern of blocks and the physical design of the buildings in relation to the street should encourage pedestrian circulation to, from and within this commercial area <u>the Commercial Node</u>. Streets, sidewalks and the orientation of buildings <u>and their main entrances</u> shall be designed <u>and located</u> to create comfortable, enjoyable pedestrian movement in a vibrant public realm.
10	7.6.4.2 LAND USE STRATEGY,	Revise the policy as follows:

No	Section	Description of Change
	TRAFALGAR URBAN CORE AREA Permitted Uses, Buildings and Structures	<p>i) The permitted uses shall be the full range of employment, commercial, including retail <u>and service</u> commercial, accommodation, institutional, cultural, health and medical, and entertainment uses, medium and high density residential uses, and related public uses such as urban squares and parking.</p> <p>ii) Permitted uses shall be primarily located in medium and high density residential, office and institutional buildings. Both mixed use and single use buildings shall be permitted. <u>Retail and service commercial uses should be located within mixed use buildings.</u> and this may include single use retail and service commercial buildings, including supermarkets and department stores particularly in Trafalgar Urban Core Area 2. In addition, industrial buildings with an office component shall be permitted in Urban Core Area 1 as designated on Figure NOE1.</p>
11	7.6.4.2 LAND USE STRATEGY, TRAFALGAR URBAN CORE AREA Permitted Uses, Buildings and Structures	<p>Revise, add new policies and renumber the subsequent policies accordingly:</p> <p>iv) The total retail commercial development in this designation shall not exceed a maximum of 93,000 square metres of gross leaseable floor area. The retail commercial development shall be focused primarily in the Trafalgar Urban Core Areas 2 and 4 as designated on Figure NOE1, with a minimum of 55,000 square metres of gross leaseable floor area located in Urban Core Area 2. Additional retail commercial development may be permitted in excess of 93,000 square metres of gross leaseable floor area without amendment to this Plan, if such additional development is justified by a market study acceptable to the Town. <u>Retail and service commercial buildings should be developed in accordance with section 7.5.13. Interim</u></p>

No	Section	Description of Change
		<p><u>retail and service commercial buildings may be permitted, subject to demonstration of appropriate siting and configuration of the buildings in a manner that allows:</u></p> <ul style="list-style-type: none"> a) <u>the provision of local roads and small blocks;</u> b) <u>the creation of safe, accessible pedestrian and transit oriented streetscape and routes;</u> c) <u>the main entrances of buildings to orient the street or within the block facing a future street for the initial and future development;</u> d) <u>the provision and configuration of parking for the initial development which will accommodate intensification over time;</u> e) <u>the achievement of both interim and longer term development objectives, through intensification around initial buildings or reserved sites and redevelopment of the initial buildings;</u> f) <u>the long term development potential of the property through an intensification plan; and</u> g) <u>flexible commercial spaces to be designed and constructed in a manner which accommodates a range of uses with minimal structural alterations.</u> <p>v) <u>A minimum of 32,500 square metres of gross leaseable floor area for retail and service commercial uses should be provided in Commercial Node 1, as identified on Figure NOE 1. The minimum requirement will be coordinated with lands immediately south of</u></p>

No	Section	Description of Change
		<p><u>Dundas Street, subject to the Livable Oakville Plan.</u></p> <p>vi) <u>A minimum of 27,800 square metres of gross leaseable floor area for retail and service commercial uses should be provided in Commercial Node 4, as identified on Figure NOE 1. A food store should be provided in Commercial Node 4.</u></p> <p>vii) <u>The minimum requirement for each Commercial Node shall be implemented through the development process, the implementing Zoning By-law and demonstrate how the application is contributing to the minimum requirement.</u></p> <p>viii) <u>Redevelopment of sites with existing non-residential uses should generally provide for the replacement of existing non-residential floor space and should maintain the planned retail and service commercial function.</u></p>
12	7.6.4.4 LAND USE STRATEGY, TRAFALGAR URBAN CORE AREA Land Use Policies for Core Area 1	<p>Revise the policy as follows:</p> <p>c) Mixed use – Along the north side of existing Burnhamthorpe Road, mixed use development shall be permitted in a “main street” format as a transition between the employment uses to the north and the commercial and residential development to the south. This area Commercial Node 4 shall provide commercial, including retail and service commercial uses, and business support facilities. Office and institutional uses shall also be permitted. Both mixed use and single use buildings shall be permitted.</p>
13	7.6.4.5 LAND USE STRATEGY, TRAFALGAR URBAN CORE AREA	<p>Revise the policy as follows:</p> <p>Urban Core Area 2 shall accommodate a range of commercial uses, including retail and service commercial uses oriented to the street, with residential</p>

No	Section	Description of Change
	Land Use Policies for Core Area 2	<p>uses at the east and west edges of the Urban Core Area. The general configuration of these uses would be:</p> <p>a) Mixed use, in a “main street” format, along the south side of existing Burnhamthorpe similar to that permitted on the north side; however, residential uses shall also be permitted.</p> <p>Other areas of this type of development will be permitted, but in order to create strong street-related commercial and mixed use areas, priority will be given to clustering such uses into a few areas particularly in the initial phases of development in Commercial Node 4. One other area for “main street” format in Urban Core Area 2, may be in the vicinity of Trafalgar Road and the east west Avenue south of existing Burnhamthorpe Road.</p> <p>b) Street Related Commercial Development, as well as some Large and Small Format Commercial Development, may occupy the blocks on either side of Trafalgar Road. <u>should be located within mixed use developments. Entrances to retail and service commercial uses are encouraged to be located on Avenue and Connector Roads to create an active, safe and pedestrian-oriented environment.</u> Office, institutional and high density residential, as well as mixed use development, shall also be permitted;</p>
14	7.6.4.6 LAND USE STRATEGY, TRAFALGAR URBAN CORE AREA Land Use Policies for Core Area 3	<p>Revise the policy as follows:</p> <p>c) Mixed Use development including office, <u>retail and service</u> commercial and residential uses will be permitted throughout this area. <u>Retail and service commercial uses should be located within mixed use developments. Entrances to retail and service commercial uses are encouraged to be located on Avenue and Connector Roads to create an active, safe and</u></p>

No	Section	Description of Change
		<p>pedestrian-oriented environment. and will be encouraged on Trafalgar Road, as well as on Connector/Transit Corridor and Avenue/Transit Corridor roads.</p>
15	7.6.4.7 LAND USE STRATEGY, TRAFALGAR URBAN CORE AREA Land Use Policies for Core Area 4	<p>Revise the policy as follows:</p> <p>Urban Core Area 4 shall consist primarily of high density residential, major institutional and commercial uses including a “main street” commercial area. The general configuration of these uses shall be:</p> <p>a) Mixed use development including office, <u>retail and service</u> commercial and residential uses will be permitted throughout the area, but will be encouraged at the south end of Trafalgar Road and along Dundas Street, as well as on the Avenue/Transit Corridors. Mixed use and retail and service commercial uses <u>should be located within mixed use developments. Entrances to retail and service commercial uses are encouraged to be located on Avenue and Connector Roads to create an active, safe and pedestrian-oriented environment.</u> shall be permitted and encouraged in a “main street” format. However, in order to To create strong street-related commercial and mixed use areas, priority will be given to clustering in Commercial Nodes. such uses into a few areas particularly in the initial phases of development;</p>
16	7.6.4.8 LAND USE STRATEGY, TRAFALGAR URBAN CORE AREA Land Use Policies for All Core Areas 1-4	<p>Add new policy as follows:</p> <p>i) Where the minimum standards are not proposed to be achieved with the initial development proposals, the applicant shall be required to submit an intensification plan demonstrating how the ultimate density and other objectives for the site can be achieved. The intensification plan shall address:</p> <ul style="list-style-type: none"> • the provision of local roads and small

No	Section	Description of Change
		<p>blocks;</p> <ul style="list-style-type: none"> • the means to achieve a safe pedestrian and transit friendly streetscape with the initial uses; • the siting and orientation of buildings within the block and to the street for the initial development and longer term intensification; • the siting and orientation of parking for the initial development and changes to parking to accommodate the intensification process; and • <u>the ability to maintain the planned retail and service commercial function; and</u> • the ability to achieve both short term and longer term intensification, the former potentially through intensification around initial buildings or reserved sites and the latter through possible redevelopment of the initial buildings themselves.
17	7.6.5.1 LAND USE STRATEGY, DUNDAS URBAN CORE AREA Purpose	<p>Revise the policy as follows:</p> <p>The Dundas Urban Core Area designation on Figure NOE2 is intended to allow the creation of a band of mixed use development at medium and high densities with a clustering of retail and service commercial development <u>at Commercial Nodes, as identified on Figure NOE1,</u> and/or high density buildings at the intersections with north/south streets.</p>
18	7.6.5.2 LAND USE STRATEGY, DUNDAS URBAN CORE AREA	<p>Revise, add new policy as follows and renumber the subsequent policies accordingly:</p> <p>b) Permitted uses shall be primarily located in medium and high density residential, office and institutional buildings. Both mixed use and</p>

No	Section	Description of Change
	Permitted Uses, Buildings and Structures	<p>single use buildings shall be permitted. <u>Retail and service commercial uses</u> Commercial uses shall be restricted to locations in nodes <u>should be located within mixed use buildings in Commercial Node 2</u>, primarily in mixed use buildings at the intersections with north-south roads, although single use retail and service commercial buildings will be permitted at such nodes in accordance with the applicable policies of Section 7.6.5, including 7.6.5.2 (c) and 7.6.5.3(c) and the design policies of Section 7.5, particularly 7.5.15</p> <p>c) The total retail commercial development in this designation shall not exceed a total of 32,000 sq. metres gross leaseable floor area. Other commercial development such as financial institutions, service stations, restaurants and service commercial uses shall not be subject to this floor area limit. No single user or retail store shall exceed a maximum of 7,000 sq. metres of gross leaseable floor area. Of the total 32,000 sq. metres gross leaseable floor area, a maximum of 19,000 sq. metres of gross leaseable floor area, which may include supermarkets located at the Dundas/Neyagawa intersection. <u>Retail and service commercial buildings should be developed in accordance with section 7.5.13. Interim retail and service commercial buildings may be permitted, subject to demonstration of appropriate siting and configuration of the buildings in a manner that allows:</u></p> <ul style="list-style-type: none"> i) <u>the provision of local roads and small blocks;</u> ii) <u>the creation of safe, accessible pedestrian and transit oriented streetscape and routes;</u>

No	Section	Description of Change
		<p>iii) <u>the main entrances of buildings to orient the street or within the block facing a future street for the initial and future development;</u></p> <p>iv) <u>the provision and configuration of parking for the initial development which will also accommodate intensification over time;</u></p> <p>v) <u>the achievement of both interim and longer term development objectives, through intensification around initial buildings or reserved sites and redevelopment of the initial buildings;</u></p> <p>vi) <u>the long term development potential of the property through an intensification plan; and</u></p> <p>vii) <u>flexible commercial spaces to be designed and constructed in a manner which accommodates a range of uses with minimal structural alterations.</u></p> <p>d) <u>A minimum of 16,700 square metres of gross leaseable floor area for retail and service commercial uses should be provided in Commercial Node 2, as identified on Figure NOE 1. The minimum requirement will be coordinated with lands immediately south of Dundas Street, subject to the Livable Oakville Plan.</u></p> <p>e) <u>The minimum requirement for Commercial Node 2 shall be implemented through the development process, the implementing Zoning By-law and demonstrate how the application is contributing to the minimum requirement.</u></p> <p>f) <u>Redevelopment of sites with existing non-residential uses should generally provide for</u></p>

No	Section	Description of Change
		<p><u>the replacement of existing non-residential floor space and should maintain the planned retail and service commercial function.</u></p>
19	7.6.7 LAND USE STRATEGY, NEIGHBOURHOOD AREA	<p>Revise the policy as follows:</p> <p>a) <u>Purpose</u> The Neighbourhood Area designation on Figure NOE2 is applicable to areas intended for the development of residential neighbourhoods. Each neighbourhood is identified on Figure NOE1. The neighbourhoods will each include a neighbourhood central activity nodes, a five minute walk from most residences, which will include public facilities that serve the neighbourhood. Live/work units and limited <u>Mixed use, retail and service</u> commercial uses will also be encouraged to locate in this area.</p>
20	7.6.7.1 LAND USE STRATEGY, NEIGHBOURHOOD AREA Neighbourhood Centre Area	<p>Revise and add new policies as follows:</p> <p>a) <u>Purpose</u> The Neighbourhood Centre Area land use category on Appendix 7.3 will generally be used for areas located central to each neighbourhood. It is intended to accommodate a range of medium density residential, mixed use, and limited <u>retail and service</u> commercial and civic uses focused at a central neighbourhood activity nodes to serve neighbourhood residents. <u>Neighbourhood Centre Areas should support the establishment of Primary and Secondary Activity Nodes as identified on Figure NOE1.</u></p> <p>b) <u>Permitted Uses, Buildings and Structures</u></p> <ul style="list-style-type: none"> The permitted uses shall be medium density residential, mixed use, <u>retail, service commercial</u> and small scale convenience retail, personal service, restaurants and business activity, as well as public and institutional uses including village squares. Business activity may include a range of small

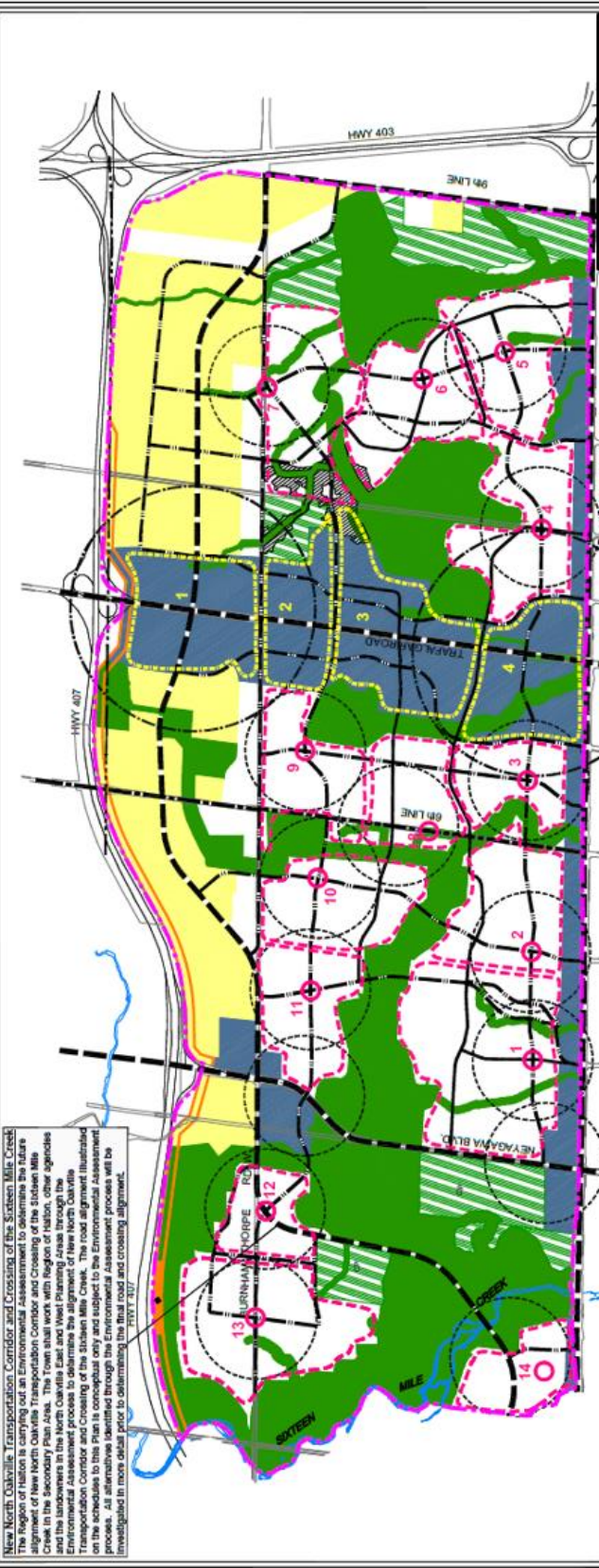
No	Section	Description of Change
		<p>scale uses including offices, medical clinics, workshops for artisans and artists' studios.</p> <ul style="list-style-type: none"> • Permitted uses shall be primarily located in mixed use or medium density residential buildings. Both mixed use and limited single use buildings shall be permitted and this may include convenience commercial buildings in accordance with the provisions in Subsection e) below. • Notwithstanding the above, a minimum of one mixed use or non-residential building, in accordance with the provisions in Section 7.6.7.1.c) is required at the intersection of each neighbourhood activity node identified on Figure NOE1. • <u>Each Primary Activity Node should generally provide a minimum of 14,800 square metres of gross leaseable floor area for retail and service commercial uses. The uses should generally be located within mixed use buildings.</u> • <u>Each Secondary Activity Node should generally provide a minimum of 2,600 square metres of gross leaseable floor area for retail and service commercial uses to serve local convenience needs of the neighbourhood.</u> <p>c) <u>Land Use Policies</u></p> <ul style="list-style-type: none"> • Mixed-use Mixed use development will be focused at neighbourhood activity nodes, identified on Figure NOE1, which will include a transit stop and other public facilities which serve the neighbourhood such as central mail boxes, or mail pickup facilities. In addition, retail, service commercial and convenience commercial facilities or similar uses will be encouraged to locate in these areas.
21	7.7.2.2	Revise the policy as follows:

No	Section	Description of Change
	COMMUNITY SERVICES STRATEGY, TRANSPORTATION Transit	ii) The Town will implement local transit that will serve and link the Neighbourhood <u>Primary and Secondary</u> Activity Nodes of each neighbourhood as designated <u>identified</u> on Figure NOE1.
22	7.7.8 COMMUNITY SERVICES STRATEGY, COMMUNITY FACILITIES	Revise the policy as follows: 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, <u>particularly where in proximity to Commercial Nodes and clusters of non-residential uses</u> to serve the residents' needs.
23	Miscellaneous	Adjust the policy numbering and policy references throughout the North Oakville East Secondary Plan in accordance with the modifications above.

No	Figure	Description of Change
1	Figure NOE 1 Community Structure	Amend Figure NOE 1 to identify Commercial Nodes, Primary Activity Nodes and Secondary Activity Nodes, as shown in Attachment 1

ATTACHMENT 1 to OPA 338

**Changes to Figure NOE1 Community Structure
to the North Oakville East Secondary Plan**



OPA No. 338
Existing

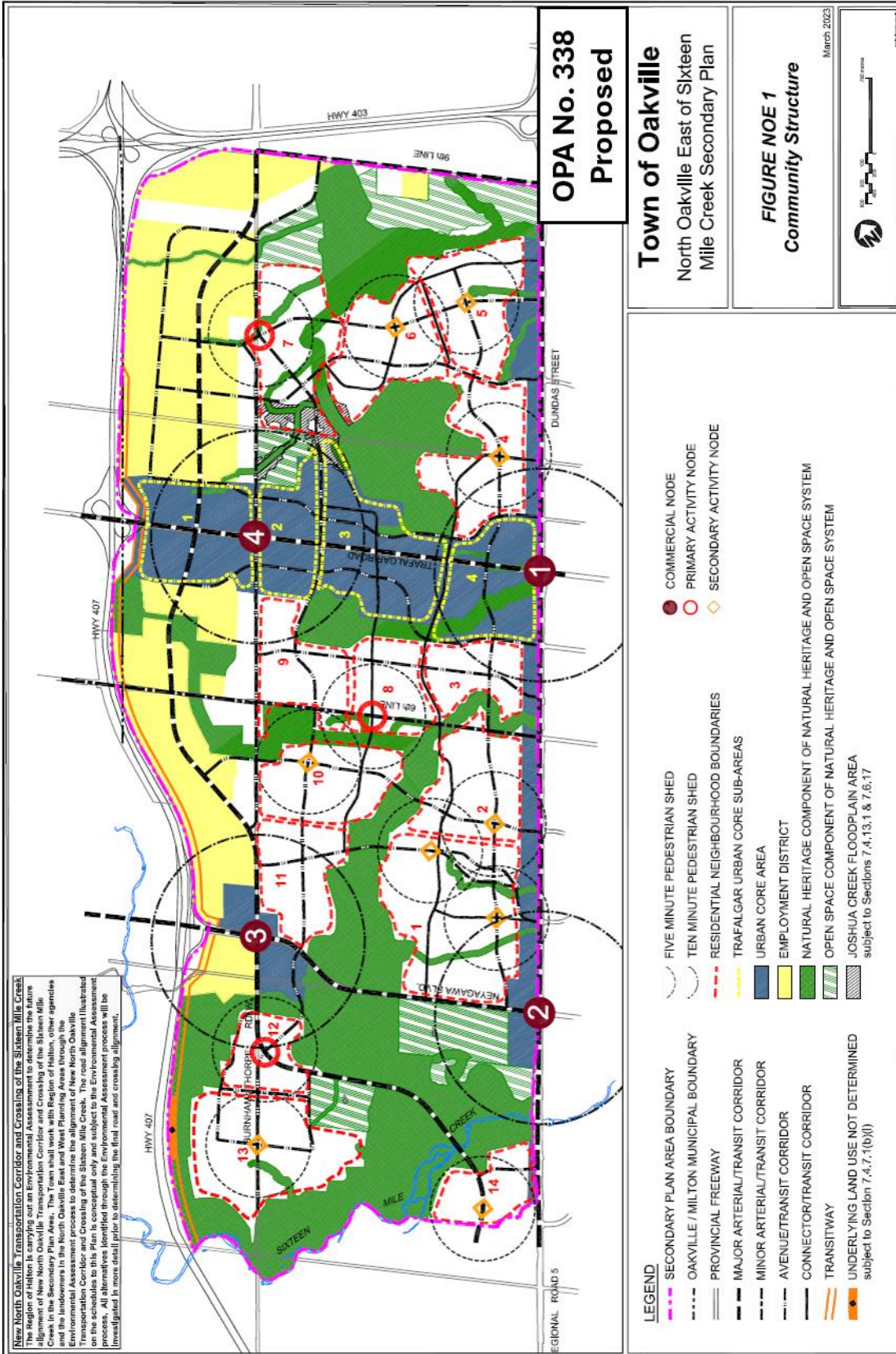
Town of Oakville
North Oakville East of Sixteen
Mile Creek Secondary Plan

FIGURE NOE 1
Community Structure
March 2023



New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
The Region of Halton is carrying out an Environmental Assessment to determine the future alignment of New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek in the Secondary Plan Area. The Town shall work with Region of Halton, other agencies and the public to determine the future alignment of the New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek. The road alignment illustrated on the schedule 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.

- LEGEND**
- SECONDARY PLAN AREA BOUNDARY
 - OAKVILLE / MILTON MUNICIPAL BOUNDARY
 - PROVINCIAL FREEWAY
 - MAJOR ARTERIAL/TRANSIT CORRIDOR
 - MINOR ARTERIAL/TRANSIT CORRIDOR
 - AVENUE/TRANSIT CORRIDOR
 - CONNECTOR/TRANSIT CORRIDOR
 - TRANSITWAY
 - UNDERLYING LAND USE NOT DETERMINED
subject to Section 7.4.7.10(i)
 - FIVE MINUTE PEDESTRIAN SHED
 - TEN MINUTE PEDESTRIAN SHED
 - NEIGHBOURHOOD CENTRAL ACTIVITY NODE
 - RESIDENTIAL NEIGHBOURHOOD BOUNDARIES
 - TRAFALGAR URBAN CORE SUB-AREAS
 - URBAN CORE AREA
 - EMPLOYMENT DISTRICT
 - NATURAL HERITAGE COMPONENT OF NATURAL HERITAGE AND OPEN SPACE SYSTEM
 - OPEN SPACE COMPONENT OF NATURAL HERITAGE AND OPEN SPACE SYSTEM
 - JOSHUA CREEK FLOODPLAIN AREA
subject to Sections 7.4.13.1 & 7.6.17



New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
 The Region of Halton is carrying out an Environmental Assessment to determine the future alignment of New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek in the Secondary Plan Area. The Region will work with Region of Halton, other agencies and the Town of Oakville to determine the alignment of New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek. The road alignment illustrated on the schedule 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.

**OPA No. 338
Proposed**

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

FIGURE NOE 1
Community Structure

March 2023



- LEGEND**
- SECONDARY PLAN AREA BOUNDARY
 - OAKVILLE / MILTON MUNICIPAL BOUNDARY
 - PROVINCIAL FREEWAY
 - MAJOR ARTERIAL/TRANSIT CORRIDOR
 - MINOR ARTERIAL/TRANSIT CORRIDOR
 - AVENUE/TRANSIT CORRIDOR
 - CONNECTOR/TRANSIT CORRIDOR
 - TRANSITWAY
 - UNDERLYING LAND USE NOT DETERMINED
subject to Section 7.4.7.1(b)(i)
 - FIVE MINUTE PEDESTRIAN SHED
 - TEN MINUTE PEDESTRIAN SHED
 - RESIDENTIAL NEIGHBOURHOOD BOUNDARIES
 - TRAFALGAR URBAN CORE SUB-AREAS
 - URBAN CORE AREA
 - EMPLOYMENT DISTRICT
 - NATURAL HERITAGE COMPONENT OF NATURAL HERITAGE AND OPEN SPACE SYSTEM
 - OPEN SPACE COMPONENT OF NATURAL HERITAGE AND OPEN SPACE SYSTEM
 - JOSHUA CREEK FLOODPLAIN AREA
subject to Sections 7.4.13.1 & 7.6.17
 - COMMERCIAL NODE
 - PRIMARY ACTIVITY NODE
 - ◇ SECONDARY ACTIVITY NODE