

PLANNING JUSTIFICATION REPORT

July 2025

Plan of Subdivision & Zoning By-law Amendment

Argo Oakville Woods Corporation

Part of Lots 14, Concession 1, North of Dundas
Town of Oakville

PREPARED FOR:

Argo Oakville Woods Corporation

KORSIAK | Urban
Planning

206-277 Lakeshore Road East
Oakville, Ontario, L6J 6J3
T: 905-257-0227 | www.korsiak.com

TABLE OF CONTENTS

1.0 INTRODUCTION	2
1.1 PURPOSE OF THE REPORT	2
1.2 SITE DESCRIPTION AND CONTEXT	2
2.0 PROPOSED DEVELOPMENT	4
3.0 POLICY FRAMEWORK	4
3.1 PLANNING ACT, R.S.O, 1990, c.P.13	4
3.2 PROVINCIAL PLANNING STATEMENT, 2024	4
3.3 REGION OF HALTON OFFICIAL PLAN	6
3.4 TOWN OF OAKVILLE OFFICIAL PLAN – NORTH OAKVILLE EAST SECONDARY PLAN	9
4.0 ZONING	25
5.0 PUBLIC INFORMATION MEETING	24
6.0 PLANNING OPINION	26

LIST OF FIGURES

FIGURE 1: CONTEXT PHOTO

FIGURE 2: DRAFT PLAN OF SUBDIVISION

FIGURE 3: REGION OF HALTON OFFICIAL PLAN MAP 1 – REGIONAL STRUCTURE

FIGURE 4: NORTH OAKVILLE EAST SECONDARY PLAN – NOE 1 – COMMUNITY STRUCTURE

FIGURE 5: NORTH OAKVILLE EAST SECONDARY PLAN – NOE 2 – LAND USE PLAN

FIGURE 6: NORTH OAKVILLE EAST SECONDARY PLAN – APPENDIX 7.3 – NORTH OAKVILLE MASTER PLAN

FIGURE 7: NORTH OAKVILLE EAST SECONDARY PLAN – NOE 3 – NATURAL HERITAGE COMPONENT OF NATURAL HERITAGE AND OPEN SPACE SYSTEM INCLUDING OTHER HYDROLOGICAL FEATURES

FIGURE 8: NORTH OAKVILLE EAST SECONDARY PLAN – NOE 4 –TRANSPORTATION PLAN

LIST OF APPENDICES

APPENDIX A: PLANNING ACT EXERPT

APPENDIX B: PROVINCIAL PLANNING STATEMENT (2024) EXCERPT

APPENDIX C: REGION OF HALTON OFFICIAL PLAN EXCERPT

APPENDIX D: DRAFT ZONING BY-LAW



1.0

Introduction

1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Argo Oakville Woods Corporation to prepare this Planning Justification Report in support of the Zoning By-law Amendment (ZBA) and Draft Plan of Subdivision applications required to permit the proposed residential development on the lands legally referred to as 210 Burnhamthorpe Road East, Part of Lot 14, Concession 1, North of Dundas Street, Town of Oakville.

Argo Oakville Woods Corporation has retained the assistance of additional specialized consultants. Our opinions rely on the conclusions of the materials prepared by those specialized consultants. Pre-consultation meetings were held on May 31, 2023 and April 16, 2025, where a submission checklist was provided outlining the materials required to support the proposal.

The subject property is part of the North Oakville East Secondary Plan and is planned for residential and open space uses. As shown in *Figure 1 – Context Photo*, the lands are bound to the north by Burnhamthorpe Road East, and future developable residential and employment lands (currently agricultural in use). Directly west of the subject property is the Mattamy Petgor subdivision (20M-1212), consisting of detached, street townhouse, lane-based townhouse, and back-to-back townhouse dwellings. East of the subject property are future developable lands designated Trafalgar Urban Core. South of the subject property are NHS Core Preserve Area lands.

1.1 PURPOSE OF THE REPORT

The purpose of this Planning Justification Report is to support the proposed Draft Plan of Subdivision and associated Zoning By-law Amendment for a community with residential, open space and Natural Heritage System (NHS) uses. The report evaluates the proposal in the context of the related planning policies of the *Planning Act*, the Provincial Planning Statement, the Region of Halton Official Plan, the Livable Oakville Plan and the North Oakville East Secondary Plan (NOESP).

1.2 SITE DESCRIPTION AND CONTEXT

The subject property is located on the south side of Burnhamthorpe Road East, between Sixth Line and Trafalgar Road. Formerly, the property consisted of agricultural, industrial uses, and an associated residence, but it is now vacant. The property is rectangular in shape, save for non-participating properties in the northwest corner, and is approximately 7.26 hectares in size. A portion of a woodlot is situated in the south part of the site.

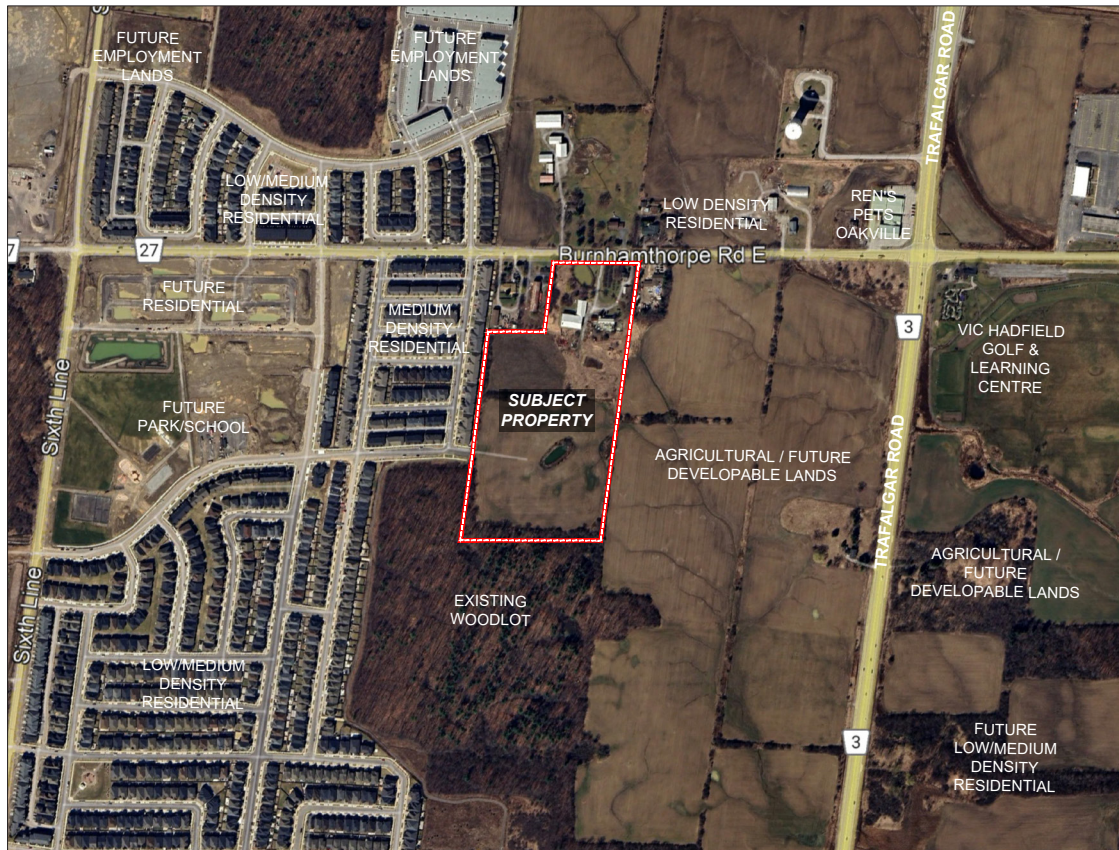


Figure 1 – Context Photo



2.0

Proposed Development

2.0 PROPOSED DEVELOPMENT

Argo Oakville Woods Corporation is proposing to develop the subject property for residential and open space uses consistent with the NOESP. The proposed development will consist of 221 residential dwelling units: 86 back-to-back townhouses, 21 rear-lane townhouses, 102 traditional townhouses, and 12 single detached homes, as well as a 0.30 hectare Village Square in the eastern-central section of the site. As illustrated in *Figure 2 – Draft Plan of Subdivision*, access to the site is gained from Burnhamthorpe Road East via Street B. Street A (Settlers Road) connects to the existing Matamy Petgor residential development on the west. Additional accesses to surrounding residential subdivisions are proposed per the NOESP. The woodlot and its buffers are contained within a Natural Heritage System block on the south. The Village Square block provides recreational opportunities and a gathering space for the community. The proposed development assists with the completion of Neighbourhood 9 by facilitating the development of the planned neighbourhood Village Square.

2.1 SUPPORTING STUDIES

The subject property will be serviced by local gravity sewers and watermain designed to meet Region of Halton standards. Stormwater will drain to Pond 29, located on the Mel-Oak property to the southeast. Sanitary flows will travel through local sewers to a 525 mm sewer on Marvin Avenue, then connect to a proposed 750 mm sewer on Trafalgar Road. The area is within Oakville Pressure Zone O4 and will be supplied with water through new local watermain connected to existing transmission mains on Trafalgar Road (750 mm) and Burnhamthorpe Road (1200 mm). Please see EIR/FSS Sections 7 and 9 for more information.

The Transportation Impact Study prepared by CGH Transportation analyzed the existing and future background conditions of this area's major roads to determine intersection requirements. No concerns were noted for the intersections of Street B with Settlers Road and Burnhamthorpe Road. The Burnhamthorpe Road Character Study & Municipal Class Environmental

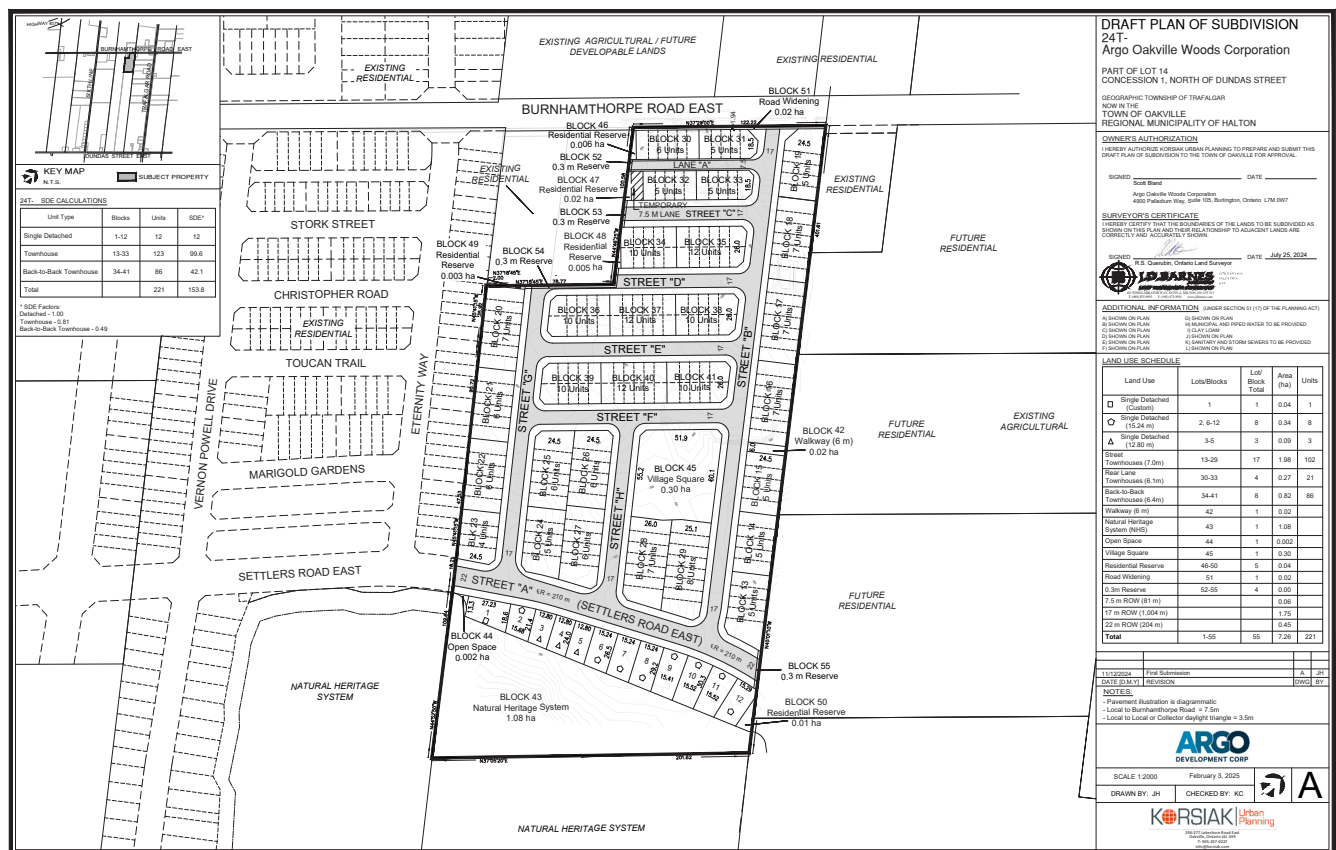


Figure 2 – Draft Plan of Subdivision

Assessment was conducted in 2014. As construction for Burnhamthorpe Road is expected to begin in 2027, the improvements along Burnhamthorpe Road were considered in all future analysis horizons. A Conceptual Intersection Layout for the intersection of Burnhamthorpe Road and Street B is provided in the TIS, Appendix P, Drawing Number 006, on page 2141. Settlers Road has been planned as a secondary transit corridor. Bus stops are proposed at the intersections of Settlers Road and Street B, and Burnhamthorpe Road and Street G.

The Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd. analyzed transportation noise sources from Burnhamthorpe Road and Trafalgar Road. In order to meet the applicable guideline limits, all dwelling units in the street townhouse Blocks 19 and 18 and rear-lane townhouse Blocks 30 to 33 along Burnhamthorpe Road require the provision for adding air conditioning. A 1.8 m high noise barrier is recommended to mitigate the sound levels at the rear yards of the street townhouse Block 19.

The Urban Design Brief prepared by NAK Design Strategies sets out detailed design direction for the streetscape, Village Square and pedestrian connections, tree canopy coverage, built form, priority lots, and sustainability features.

The Stage 1-2 Archaeological Assessment found no archaeological material during the Stage 2 assessment of the study area; therefore, the study area is considered free of further archaeological concern and does not require further work (Stage 3 or 4). Ministry clearance has been received.

A Plan of Subdivision is required to facilitate the division of the land. As the subject properties are zoned Future Development, a ZBA is also required to implement the proposed development.

2.2 RESPONSE TO PRE-CONSULTATION COMMENTS

2.2.1 VILLAGE SQUARE LOCATION

In response to a comment that the village square should be more central, the village square was relocat-

ed away from Settlers Road East further north into the development.

2.2.2 ON-STREET PARKING

A preliminary parking analysis has been prepared. Ample on-street parking has been conceptually located on block flankages, three road frontages of the village square, and in front of lane-based townhouses. The parking plan, which shows 56 on-street parking spaces, is enclosed with the application submission.

2.2.3 MASTER PLAN - TRAFALGAR URBAN CORE (TUC)

Staff requested that the sliver of the TUC on the Master Plan along the property boundary be addressed. When scaled from the Master Plan, this sliver along the eastern boundary of the subject property is only 14 metres wide and undevelopable for TUC uses.

The TUC area on the Master Plan appears to be conceptual and a continuation of the TUC designation directly south from the 407. However, in all other areas of the Master Plan, the designation follows either property lines, an NHS limit, or a major road from Schedule NOE4. Per the NOE1 Community Structure schedule, Neighbourhood 9 and the TUC are intended to be independent from each other. The property line can be considered a logical boundary between the two.

Further, Section 7.5.2 Master Plan in the NOESP states that the Area Design Plan specifies the boundaries of land use categories and designations. Town staff requested an Area Design Plan as part of the pre-consultation checklist. The Area Design Plan is enclosed with the application submission and clarifies that the eastern property line is the boundary between General Urban and TUC areas.

As single use medium-density residential uses are permitted in the TUC, the proposed townhouses along the eastern boundary of the subject property will provide a transition to the TUC to the east.

The buffering will occur through the local road network within the TUC, without need to provide a single-loaded road along the eastern boundary of the subject property.

In summary, the Master Plan is conceptual in nature and the proposed development is considered to follow

its general intent.

2.2.4 MASTER PLAN - ROAD LAYOUT DEVIATION

Staff commented that the road layouts and village square location deviate from the Land Use Plan and Master Plan. However, the Secondary Plan does not require an amendment for modification to road patterns, location of parks, or reconfiguration of land use categories. It allows for staff to request an Area Design Plan so that they may review the proposed relocations, which is enclosed with the submission.

Per NOESP Section 7.5.2 h), proposals to modify or relocate elements of the Master Plan must continue to conform to the Secondary Plan policies and schedules, and in conformance an avenue/transit corridor is proposed east-west through the subject property. Schedule NOE 4 does not illustrate local roads. While it diagrammatically shows the avenue/transit corridor adjacent to the NHS, the NHS limit was conceptual. The draft plan reflects the irregular NHS development limit. In Section 7.7.2.1, the Secondary Plan allows for changes in the road alignment provided the general intent and purpose of the Plan are maintained.

Section 7.5.5.3 policies state the general intent and purpose of the avenue/transit corridor is to connect the neighbourhood together and connect to the TUC. Settlers Road achieves that purpose by connecting the Mattamy Petgor subdivision with the future TUC developments to the east of the subject lands.

Further, staff requested a road connection per the Master Plan rather than the proposed walkway to the east. However, the Mattamy Petgor subdivision constructed to the west did not maintain the east-west connection through their development. The proposed subdivision reflects the same, opting instead for a pedestrian connection to the east of the subject property to emphasize active transportation over vehicular shortcuts.

2.2.5 RESIDENTIAL USES SOUTH OF SETTLERS ROAD

Staff were not supportive of residential uses south of Settlers Road. However, the Secondary Plan schedules represented the NHS conceptually and entirely linear. In reality, the NHS limit is irregular, with bump-outs

that affect the road alignment. This refinement to the NHS limit was anticipated by NOESP Section 7.4.7.2 Boundaries. In order to tie into the existing road connection on the adjacent Mattamy Petgor lands as well as meet engineering standards for geometric design of roads, it is not possible to run the street adjacent to the NHS. Instead, creative and innovative small lot housing types have been explored to make efficient use of the developable area between the road and the NHS and increase the number of housing units provided to meet Provincial targets.

While the Secondary Plan Section 7.5.4 General Design Directions does emphasize views and trail access where avenue roads are adjacent to the system, this is intended to apply to the Natural Heritage System, not individual development parcels. As evident on the Area Design Plan enclosed with this submission, significant views are achieved on Mattamy Petgor where the woodlot is adjacent to the road.

There is significant tableland beside the woodlot within the NHS on the subject property. The woodlot does not extend directly adjacent to Settlers Road on the subject property as it does on Mattamy Petgor to the west.

2.2.6 RESIDENTIAL USES NORTH OF SETTLERS ROAD

Lane-based townhouses are not being considered at this time. Per page 45 of the Urban Design Brief prepared by NAK Design Strategies, the north side of Settlers Road East will feature corner townhouse units. The primary entrance of these units will face Settlers Road East and the driveways will be located on the local streets, allowing for this flankage condition to provide the same on-street parking opportunities and pedestrian connectivity as lane-based townhouses.

2.2.7 ROW WIDTHS - STREET "B" AND "G"

Transportation staff commented that these streets function as connectors and should have a minimum ROW width of 19 metres. However, as they are not designated connectors in the NOESP, they are local roads with a maximum width of 17 metres. Per the NOESP Table 2 Transportation Facilities, the function of the local road includes accommodating local transit service.



3.0

Policy Framework

3.0 POLICY FRAMEWORK

3.1 *PLANNING ACT*, R.S.O, 1990, c.P.13

The *Planning Act* is provincial legislation that establishes the rules for land use planning in Ontario. The purpose of the *Planning Act* is to create transparent, efficient and fair planning processes, to promote sustainable development, provide a land use planning system led by provincial policy, integrate matters of provincial interest into all planning decisions, encourage cooperation and recognize the decision-making authority and accountability of municipal councils. It provides the basis for matters of provincial interest, preparing official plans, regulating and controlling land uses, the division of land, consultation requirements and other planning tools.

Planning Act sections applicable to the proposal are described in Appendix A.

s.2 Provincial Interest

Section 2 of the *Planning Act* establishes matters of Provincial interest which decision-makers shall have regard to when making decisions on planning applications and carrying out their responsibilities under the Act. The proposal has regard to the matters of Provincial interest under the *Planning Act* for the following reasons:

- The proposal protects the NHS through the delineation of one NHS block along the south boundary where abutting the existing Natural Heritage System;
- The proposal directs growth to a Settlement Area and Designated Greenfield Area;
- The proposal makes efficient use of planned infrastructure and services;
- The proposed subdivision is orderly and minimizes land waste;

- The proposal adds to the range of housing options available in the Town of Oakville and North Oakville to serve households of different sizes, ages and incomes;
- The proposal connects to existing and planned roads and is coordinated with adjacent developments to the west and east;
- The proposal provides densities and a road network supportive of future transit services; and,
- The proposed development will provide a high-quality urban form that promotes a sense of place.

s.34 Zoning By-laws

A Zoning By-law Amendment is being requested for the subject property pursuant to Section 34 of the *Planning Act*, which sets the legislative basis for Zoning By-laws and amendments. Details regarding the proposed amendment are discussed throughout the report.

s.51 Plan of Subdivision

The proposed Plan of Subdivision was evaluated under Section 51 (24) of the *Planning Act* and satisfies the necessary considerations for a draft plan of subdivision for the following reasons:

- The proposal has regard to matters of provincial interest by ensuring the orderly development of the community, adding to the range of housing options, providing transit-supportive densities and promoting a well-designed built form;
- The proposal is not premature as it is located within a Settlement Area that is identified for growth;
- The proposal meets the intent of the NOESP by providing a modified grid network and connecting to the existing road network to the west, and accommodating future connections to the

non-participating property at the northwest corner and future development to the east;

- The proposal includes a village square which helps to meet the recreational needs of the community;
- Adequate public services exist or are planned to service the proposed development; and,
- The proposal makes efficient use of land, infrastructure and services.

3.2 PROVINCIAL PLANNING STATEMENT, 2024

The intent of the Provincial Planning Statement, 2024 (PPS 2024) is to consolidate and replace both the PPS 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The statement maintains the Province's recent emphasis on building more homes. The PPS 2024 came into effect on October 20th, 2024, and will apply to all decisions in respect of the exercise of any authority that affects a planning matter made on or after that date.

PPS 2024 focuses on the following key matters:

- Building more housing where it's needed;
- Making land available for development;
- Creating opportunities for economic development and job creation;
- Planning for the appropriate transportation, water, sewer and other infrastructure necessary to accommodate current and future needs;
- Protecting the environment and important resources including: farmland, water, archeology, cultural heritage, mineral aggregates and petroleum;
- Protecting people, property and community resources by directing development away

from natural or human-made hazards, such as flood prone areas.

PPS policies applicable to the proposal are described in Appendix C, including: Section 2.2 for 'Housing', Section 2.3 for 'Settlement Areas and Settlement Area Boundary Expansions', Section 2.9 for 'Energy Conservation, Air Quality and Climate Change', Section 3.2 for 'Transportation Systems', Section 3.6 'Sewage, Water and Stormwater', Section 3.9 'Public Spaces, Recreation, Parks, Trails and Open Space', and Section 4.1 'Natural Heritage'.

The proposed development conforms with the Provincial mandate as set out in the Provincial Planning Statement, 2024 for the following reasons:

- The proposed development is consistent with Section 2.2 Housing by offering a diverse range of housing options, including single-detached homes, street townhouses, lane-based townhouses, and back-to-backs, thus providing a mix and range of densities and land uses within a residential community. This variety is designed to address the social, economic, and health needs of both current and future residents. The development features a comprehensive mix of residential and open space uses to support the community's long-term needs.
- The proposal is consistent with the 'Settlement Areas and Settlement Area Boundary Expansions' policies as the subject property is situated within a settlement area and incorporates land use patterns that are designed to utilize land and resources efficiently. The proposal provides new development and growth within the Settlement Area.
- The proposed development is consistent with the 'Energy Conservation, Air Quality

and Climate Change’ policies by promoting compact, transit-supportive, and complete communities. It incorporates a block for the Natural Heritage System and connects to the surrounding natural environment.

- The proposed development is consistent with Section 3.2 ‘Transportation Systems’ by accommodating both active transportation and transit services through a modified grid network that is supportive of community transit service to facilitate easy access to services and amenities. Additionally, it is strategically designed to integrate with planned active transportation routes and future transit options on Burnhamthorpe Road East.
- The proposed development is consistent with Section 3.6 ‘Sewage, Water and Stormwater’ by utilizing municipal water services. The development’s design aligns with best practices for managing water resources and infrastructure, thereby supporting both current and future housing needs.
- The proposed development is consistent with Section 3.9 ‘Public Spaces, Recreations, Parks, Trails and Open Space’. The proposed development includes a village square in the central part of the neighbourhood, which provides easy access to the residents, supporting healthy, active communities.
- The proposed development is consistent with Section 4.1 ‘Natural Heritage’ by incorporating and safeguarding natural heritage systems, ensuring their protection and long-term preservation. The development includes a Natural Heritage System block along the southern boundary and adjacent compatible residential uses.

3.3 REGION OF HALTON OFFICIAL PLAN

The Region of Halton Official Plan provides direction for how physical development should take place in Halton Region to meet the needs of current and future residents. The Plan outlines a long-term vision for Halton’s physical form and community character by setting out goals and objectives and providing policies to be followed to achieve an urban structure that will effectively accommodate future growth. The Region of Halton Official Plan is now an official plan of the lower tier municipalities

As per Map 1—Regional Structure (Figure 3), the subject property is designated an ‘Urban Area’ and ‘Regional Natural Heritage System’.

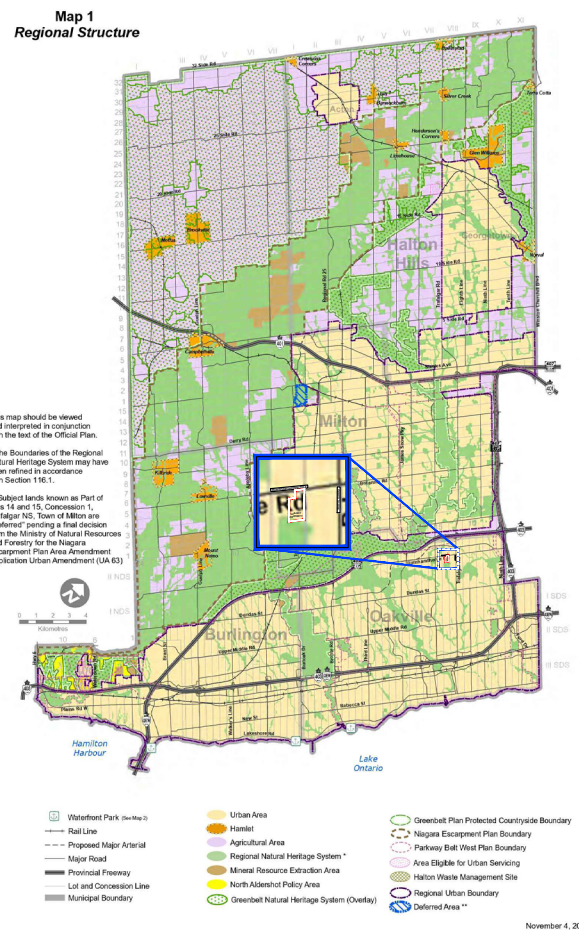
The ROP policies applicable to this proposal are further described in Appendix E, which include: ‘Halton’s Regional Structure’ (Section 51, 55); ‘Urban Area Designation’ (Section 72, 74, 77); ‘Housing’ (Section 84, 86); ‘Natural Heritage System’ and ‘Regional Natural Heritage System’ (Sections 114, 116); ‘Environmental Quality’ (Section 140); and ‘Transportation’ (Section 171, 172).

The proposed development conforms to the aforementioned policies of the Region of Halton Official Plan for the following reasons:

- The proposed development conforms to the ‘Halton’s Regional Structure’ policies of the Region of Halton Official Plan. The proposed development provides growth within an Urban Area where urban services are planned to accommodate future development, while protecting and preserving the NHS features throughout the site, as required. Further, the proposal helps to achieve the Region’s minimum density target for greenfield area by providing 104 residents per hectare, as estimated using the persons per unit assumptions from the Halton Region 2022 Development Charge Background Study.

- The proposed development conforms to the 'Urban Area Designation' policies of the Region of Halton Official Plan. The proposed development contributes to the creation of a healthy community as it is compact in form and makes efficient use of land and services. The proposal provides residential, open space, and NHS uses needed to support the creation of a vibrant community.
- The proposed development conforms to the 'Housing' policies of the Region of Halton Official Plan. The proposed development provides a mix of single-detached and townhouse dwelling types and sizes to accommodate differing social, economic, and physical needs. It will provide 209 townhouse units ("missing middle" housing types including lane-based townhouses, back-to-back townhouses, and street townhouses) and 12 single-detached units, which will aid in achieving the Regional Housing target.
- The proposed development conforms to the 'Natural Heritage System' and 'Regional Natural Heritage System' policies of the Region of Halton Official Plan. The NHS features within the proposed development will be preserved and protected, as required, to ensure their enjoyment by current and future generations. An NHS block has been provided along the southern boundary of the site and abuts the existing woodlot. An EIR has been prepared in support of the proposed development and demonstrates how the development continues to provide continuous connections between key features and their ecological functions on adjacent lands.
- The proposed development conforms to the 'Environmental Quality' policies of the Region of Halton Official Plan by maintaining the NHS features found onsite and adjacent to the subject property. The proposed development has been designed to ensure that only low impact uses (residential) abut the NHS area.
- The proposed development conforms to the

'Transportation' policies of the Region of Halton Official Plan. The proposed development will be designed to accommodate various forms of transportation. All streets will provide sidewalks on both sides of the street, thereby encouraging active transportation and pedestrian activity. A Village Square block and an NHS block are proposed for the development and can be accessed via active transportation. A walkway block is provided to the future Trafalgar Urban Core development to the east. Further, future residents will benefit from convenient access to the planned bike lane along Burnhamthorpe Road.



**Figure 3 – Regional of Halton Official Plan - Map 1 -
Regional Structure**

3.4 NORTH OAKVILLE EAST SECONDARY PLAN

The North Oakville East Secondary Plan (NOESP) sets out the detailed planning framework for the future development of the lands north of Dundas Street, east of Sixteen Mile Creek. North Oakville is envisioned as an urban community that reflects Oakville's distinct historical roots and heritage. The Plan outlines the design for North Oakville East is to be a compact, pedestrian oriented, urban community with a broad range of housing opportunities.

As shown on *Figure 4 – NOE 1 Community Structure*, the site is within Neighbourhood 9. As per *Figure 5 NOE 2 – Land Use Plan*, the subject property is designated 'Neighborhood Area' and 'Natural Heritage System Area'. The North Oakville Master Plan (*Figure 6*) gives general locations for uses within the designated

'Neighbourhood Area'. Within the proposed development, this area is identified as 'General Urban Area', 'Village Square/Urban Square', and 'Natural Heritage System Area'. *Figure 7* shows that the subject property includes a 'Core Preserve Area'. As per *Figure NOE 4 – Transportation Plan (Figure 8)*, Burnhamthorpe Road East is designated 'Avenue/Transit Corridor' with 'Community Service' and Street "A" (Settlers Road) is designated 'Avenue/Transit Corridor' with 'Secondary Transit Corridor Service'.

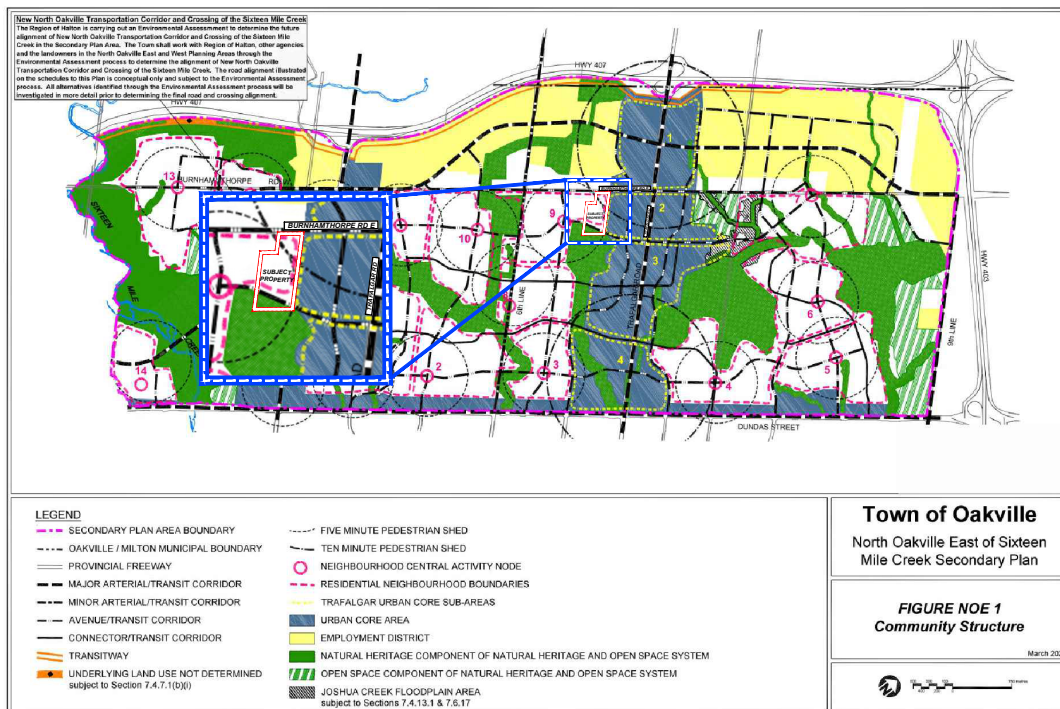


Figure 4 – NOE 1 Community Structure

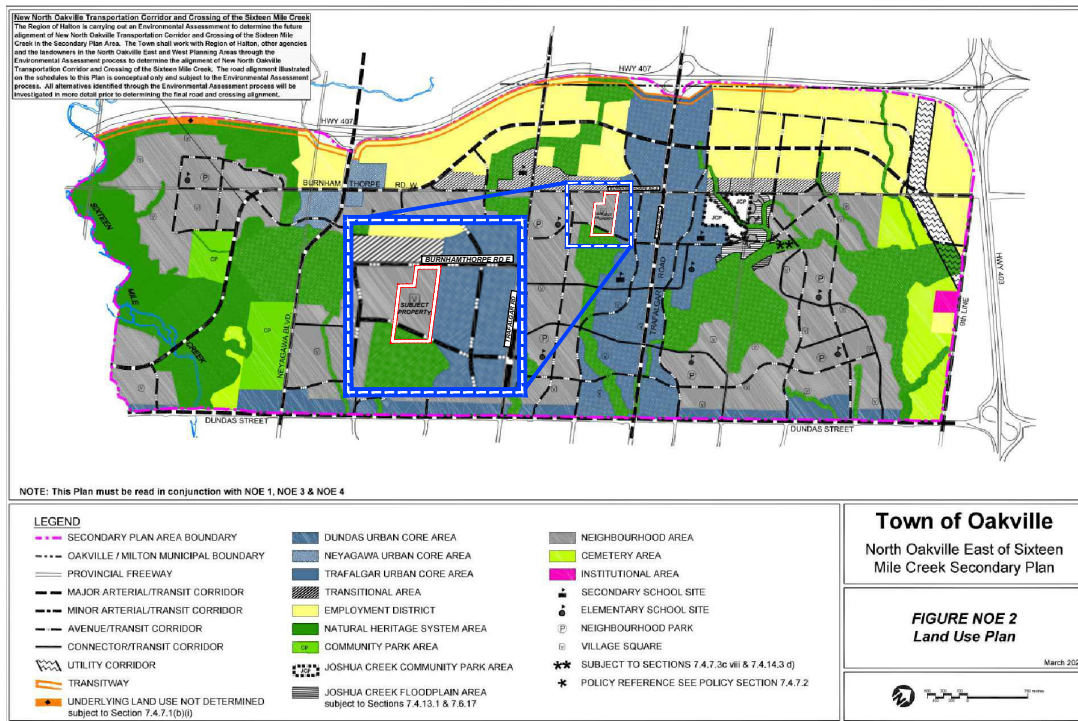


Figure 5 – NOE 2 Land Use Plan

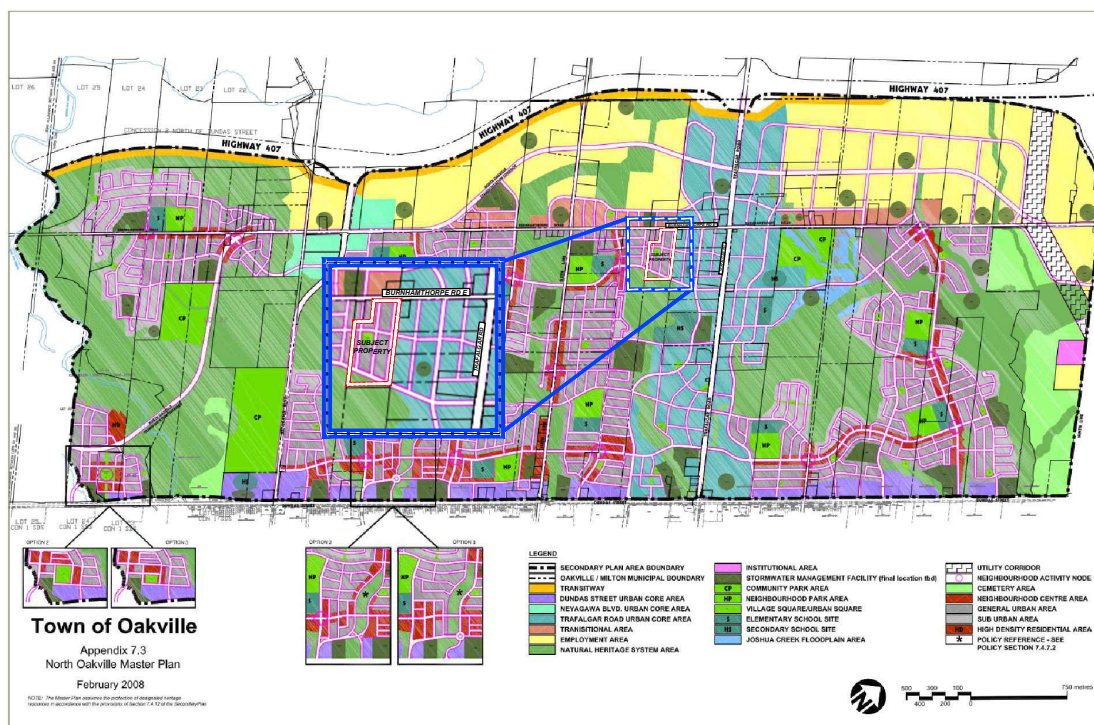


Figure 6 – NOESP Appendix 7.3 - North Oakville Master Plan

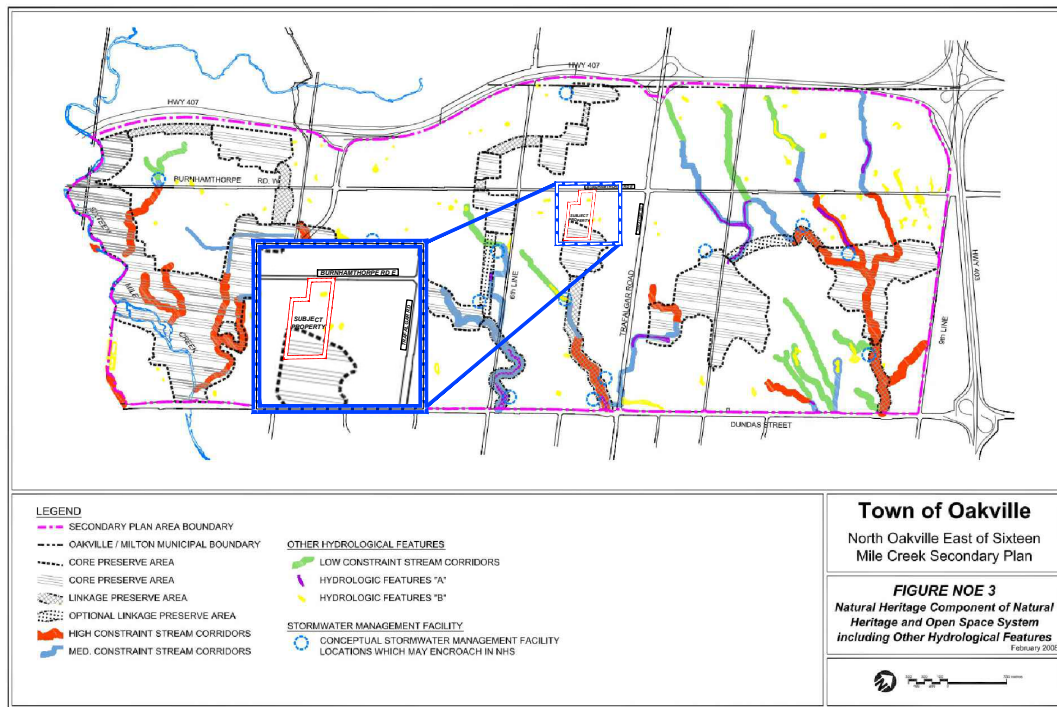


Figure 7 – NOE 3 – Natural Heritage Component of Natural Heritage and Open Space System including other Hydrological Features

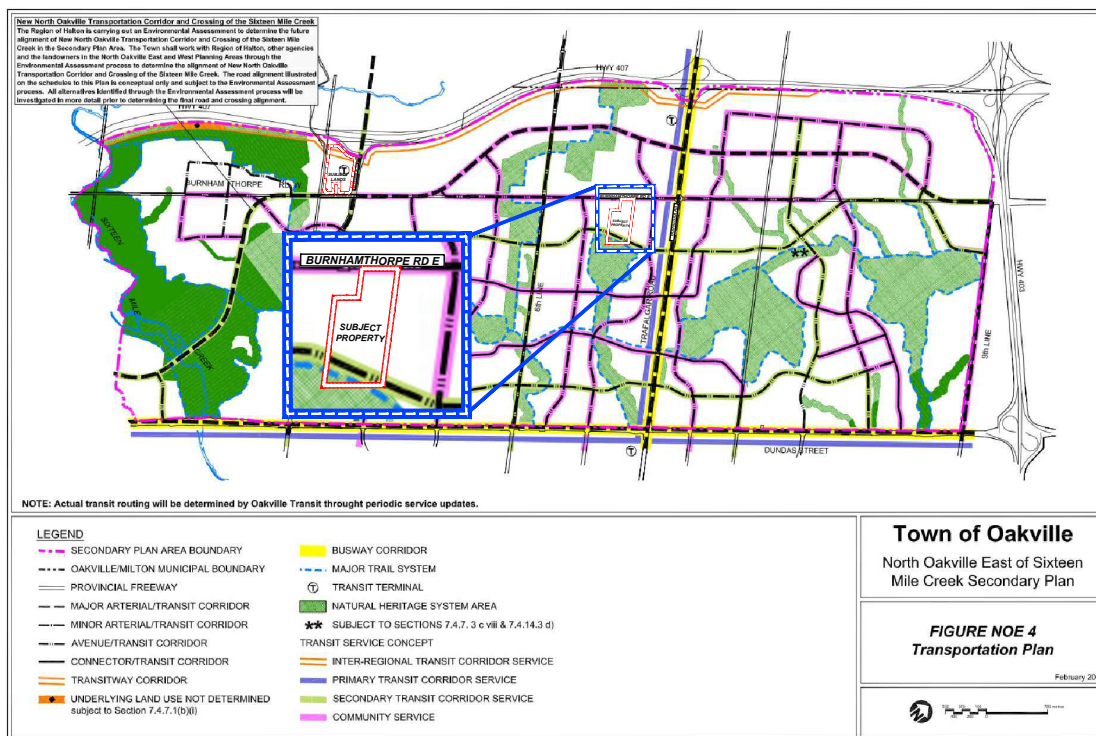


Figure 8 – NOE 4 – Transportation Plan

Within the NOESP, there are a number of policies that pertain to this proposal, including:

7.4 SUSTAINABLE DEVELOPMENT STRATEGY

7.4.7.1 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 NOE1, NOE2 and NOE4 and “Core Preserve Area,” “Linkage Preserve Area,” “Optional Linkage Preserve Area,” “High Constraint Stream Corridor Area” and “Medium Constraint Stream Corridor Area” on Figure NOE3. It also includes watercourses and features designated as “Other Hydrological Features” on Figure NOE3, to the extent that they are maintained after development occurs, in accordance with the policies in Section 7.4.8.

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 NOE3 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.

7.4.7.3 Permitted Uses, Buildings and Structures

c) The potential permitted uses include:

iv) Trails, interpretative displays or signage or other similar passive recreation uses consistent with the purpose of the applicable designation and provided that:

- *trails in the Natural Heritage System Area designation be designed and located to minimize any impact on the natural environment.*

The proposed development includes a portion of a woodlot situated in the south part of the site, which is designated as a Core Preserve Area on *Figure 7 NOE 3*. A Major Trail System is proposed along the NHS behind the rear yards of the single detached dwellings at the south end of the site. This Major Trail System is not only adjacent to the edge of the Natural Heritage System area but also connects to other existing and future surrounding trail systems. The location of this Major Trail System had a minimized impact on the natural environment.

7.5 COMMUNITY DESIGN STRATEGY

7.5.4 GENERAL DESIGN DIRECTIONS

a) All development, particularly in the Urban Core Areas, Neighbourhood Centre and General Urban Areas, shall be designed to be compact, pedestrian and transit friendly in form. Mixed use development will be encouraged.

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. [...]

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, schools 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. school/park campuses, easements, stormwater ponds adjacent to the Natural Heritage component of the System) and the location of high density residential and 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, Avenue and Connector roads are adjacent to the System. Where there is no significant Natural Heritage edge exposed at Arterial, Avenue or Connector roads, Neighbourhood Parks, Village Squares or local roads will be encouraged to provide access and visibility.

ity. [...]

f) Parks, neighbourhood activity nodes, and other civic areas will serve as central “meeting places” for residents, particularly within neighbourhoods and sub-neighbourhoods.

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.

The proposed development has been designed to be consistent with the ‘Community Design Strategies’ of the NOESP by providing a compact built form, transit supportive densities, community gathering space, and visual variety in architectural design, thereby providing safe and pedestrian-friendly environments with unique sense of place. The proposed land uses are consistent with the land use categories indicated on the NOESP Master Plan and follow their approximate configuration.

While views to the NHS are encouraged by this section, the subject area of the NHS is tableland, whereas to the east it is a heavily treed woodlot with a trailhead. The development to the west provides open views to the woodlot. The configuration of the woodlot projects toward Settlers Road on the property line, allowing for a vista at the southwest corner of the development and challenging the geometry of the east-west avenue/transit corridor. The policies do not prohibit residential uses adjacent to the NHS.

The local road network is illustrated on the Master Plan, however Section 7.5.2 h) states that “modifications to, or relocations of portions of the road pattern” will “generally not be considered to be inconsistent with the Master Plan.” The road network does not cause coordination issues with adjacent areas.

7.5.5.3 Avenue and Connector/Transit Corridors

Avenue/Transit Corridors and Connector/Transit Corri-

dors as designated on Figure NOE4 connect neighbourhoods together and to Urban Core Areas and 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. For example, where these streets provide access to street related retail and mixed use development, in the Urban Cores and Neighbourhood Centres, their design shall include on-street parking, wider sidewalks, and street furniture such as benches.

The proposed road network, street functions, and pedestrian network shown on *Figure 2 – Draft Plan of Subdivision* are consistent with Figure NOE4-Transportation Plan (*Figure 8*) and promote transit opportunities throughout the community. Streets ‘A’ and ‘B’ connect with Sixth Line and Burnhamthorpe Road East, respectively. Settlers Road East has been aligned to connect the existing part on Petgor and future road on the adjacent subdivision to the east. Compact and innovative detached house design is being contemplated to allow for efficient use of developable land between Settlers Road East and the Natural Heritage System.

Section 7.7.2.1 recognizes that Figure NOE-4 is diagrammatic and states that an OPA will not be required for changes to road alignment for Major Transportation Facilities, “provided that the general intent and purpose of this Plan are maintained.” The Major Transportation Facilities include Burnhamthorpe Road and Settlers Road.

1.6 LAND USE STRATEGY

7.6.3 NATURAL HERITAGE SYSTEM AREA

a) Purpose

The Natural Heritage System Area designation on Figure NOE2 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 7.4.7.3.

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 7.4.7.

The proposal protects the NHS through the delineation of one NHS block along the south boundary where abutting an existing woodlot.

1.6.0.2 General Urban Area

b) Permitted Uses, Buildings and Structures

- *The permitted uses shall be low and medium density residential uses and home occupation and home business uses.*

c) Land Use Policies

- A mix of housing types shall be permitted at the following heights and densities:

- o *Minimum density - 25 units per net hectare;*

- o *Maximum density - 75 units per net hectare; and,*

- o *Maximum height - 3 storeys.*

Within the General Urban Area, 86 back-to-back townhouses, 21 rear lane townhouses, 102 street townhouses, and 12 single detached dwellings are proposed. These are permitted uses and will achieve a net density of 62 units per hectare and will not exceed a maximum height of 3-storeys. The proposed development is coordinated with adjacent developments to ensure that each neighbourhood is developed with a mix of land

uses based on the land use categories of the NOESP.

7.6.13 Village Square Area

7.6.13.1 Purpose

The Village Square Area designation on Figure NOE2 is a conceptual designation that represents a general location for generally passive open space areas which are intended to serve as focal points for portions of a neighbourhood.

7.6.13.2 Permitted Uses, Buildings and Structures

The main permitted uses shall include a range of active and passive recreation uses from gazebos, seating areas, and nature viewing to junior playgrounds and areas for unorganized recreational and leisure activities.

7.6.13.3 Land Use Policies

(a) Approximately 30 Village Squares will be provided in North Oakville East, and where they are in public ownership, Urban Squares in the Trafalgar Urban Core Area, with the total number related to the ultimate size of individual facilities. The exact location and configuration of Village Squares on Figure NOE2 will be established during the preparation of plans of subdivision or other development plans. The Town shall carry out a Parks Facilities Distribution Plan as set out in Section 7.7.4.2 to determine the function and facilities which will be developed for each Village Square. Where a Village Square is not developed on all or a portion of a particular site, uses permitted in the underlying land use designation on Figure NOE2 shall be permitted.

(b) Village Squares shall generally meet the following criteria:

- *Walk to facilities;*
- *Approximately 0.3 hectares in size with a total lot and other passive recreational facilities, but may be larger or smaller depending on the location and facilities accommodated, but will have a maximum area of 0.5 ha, except for one larger Village Square that will be provided in Neighbourhood 14 which will be no more than 1.0 hectare in area.*

The proposed development conforms to the land use policies laid out in Section 7.6.13 as it includes one 0.3 hectare Village Square within the General Urban Area. The Village Square is located in the eastern-central part of the subject property and bound by Street “A”, “B”, “F” and “H”. The Village Square provides open space and a meeting place for the community.

7.7 COMMUNITY SERVICES STRATEGY

7.7.2 TRANSPORTATION

Table 2: Transportation Facilities

Facility Type: *Avenue/Transit Corridors*

Function:

- *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*

General Design Guidelines:

- *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*

Burnhamthorpe Road East and Street “A” are designated *Avenue/Transit Corridors* on *Figure 10 NOE 4*. The proposed development connects to the existing road network and accommodates future connections to adjacent non-participating properties through Lane “A”, and Streets “A”, “C”, and “G”. On-street parking is available on both 17m and 22m wide roads.

7.9 GROWTH MANAGEMENT STRATEGY

7.9.2 PHASING

d) Residential Development Phases

Development of neighbourhoods as designated on Figure NOE1 shall proceed in three phases as follows:

- Phase NOE1 - Neighbourhoods 1, 2, 3, 4, 5 and 14*
- Phase NOE2 - Neighbourhoods 6, 7, 8, 9, 10 and 11 with priority being given to development in Neighbourhoods 6 and 8.*
- Phase NOE 3 - Neighbourhoods 12 and 13*

e) Phasing Requirements

Prior to the commencement of development of each residential phase:

- Any financial and other requirements of the Town and the Regional Municipality of Halton, pursuant to all applicable legislation, shall be satisfied; and,*
- a minimum of 75% of the gross developable area in the previous phase shall be within registered plans of subdivision or sites which are zoned to permit the development contemplated by this plan.*

At the time of writing this report, Phase 1 registration rate has exceeded 93% and Phase 2 development has commenced. Therefore, development of the subject

property may commence as the prescribed phasing policies of the NOESP have been satisfied. As shown on *Figure 6 – NOE Community Structure*, the subject property is within Neighbourhood 9 and is allowed to proceed as it satisfies Policy 7.9.2 d) and e) for residential development phases. Additionally, the proposed development contributes to the completion of Neighbourhood 9 by facilitating the delivery of diverse housing types.

The proposed development conforms to the aforementioned policies of the NOESP for the following reasons:

- The proposed development protects and preserves the Natural Heritage System through the delineation of an NHS block along the southern boundary which provides appropriate buffers.
 - The proposed development contributes to the development of Neighbourhood 9 through the delivery of 221 residential dwelling units and a Village Square, as well as completing the road network;
 - The proposed development provides a range of attainable “missing middle” unit types to suit families of different ages, incomes, and sizes;
 - The proposed uses, residential densities, and heights are consistent with the NOESP General Urban Area category;
 - The proposed development is generally consistent with the North Oakville East Master Plan;
 - The proposal will help achieve the NOESP population and housing target for medium density development;
 - The proposal includes the development of a 0.3-hectare Village Square which will act as a focal point for the portion of Neighbourhood 9, encouraging social interaction and a sense of place among residents;
 - The proposed development supports the planned function of Burnhamthorpe Road; and,
- The proposal is coordinated with adjacent developments to ensure a mix of land uses, public service facilities and amenities are provided to facilitate the creation of a complete community.



4.0

Zoning

4.0 ZONING

4.1 EXISTING ZONING

The subject property is currently zoned Future Development (FD). Per Section 7.13 of Zoning By-law 2009-189, only uses that legally existed on the date of this By-law came into effect are permitted. The development of new buildings and structures are not permitted. As such, a Zoning By-law Amendment is required to permit the proposed development and implement the NOESP.

4.2 PROPOSED ZONING

The proposal seeks to rezone the subject property to new site-specific Neighbourhood Centre (NC sp:*), General Urban (GU sp:**), Park (P) and Natural Heritage System (NHS) Zones.

The draft Amending Zoning By-law is appended to this as Appendix D.



5.0

Public Information
Meeting

5.0 PUBLIC INFORMATION

MEETING

A Public Information Meeting for the proposal was held virtually via Microsoft Teams on March 18th, 2025, from 6:30 pm to 7:30 pm. The meeting was attended by 6 members of the public, 5 Town staff, and representatives from Argo Oakville Woods Corporation. The comments raised by attendees and responses were as follows:

- **A councillor was interested in the overview of what the parking would be like.**
 - Visitor parking is provided in front of rear lane townhouses along the street. As we work towards a detailed design submission, we will work on pairing the driveways to make sure we maximize the ability for on-street parking.
- **A councillor was interested in the development of small neighbourhood parks within the area.**
 - There is a small village square on the subject lands. There is also a neighbourhood park and elementary school planned to the west, in the subdivision directly east of Sixth Line.
- **A councillor was interested in the size of the village square.**
 - The village square on the subject lands is 0.3 hectares in size.
- **A councillor was interested if the townhomes on Burnhamthorpe Road East include a commercial first floor.**
 - At this time, the townhomes fronting Burnhamthorpe Road East are planned to be purely residential.
- **A councillor was interested if there would be a walkway which connects the west side of the Subject Lands to the development on the west.**
 - A walkway was added along the east boundary of the subject lands to allow for pedestrian connectivity between this neighbourhood and the future Trafalgar Urban Core area to the east, where the lands have not yet been developed. There is no walkway proposed along the west boundary of the subject property because the adjacent site to the west has already been constructed with no opportunity for connections.



6.0

Planning Opinion

6.0 PLANNING OPINION

The proposed ZBA and Draft Plan of Subdivision are justified and represent good planning for the following reasons:

1. The proposal is consistent with the Provincial Planning Statement and conforms to the Region of Halton Official Plan, and North Oakville East Secondary Plan;
2. The proposal will contribute to Ontario's housing target for Oakville of 33,000 homes by 2031;
3. The proposed mix of land uses is consistent with the land use categories of the North Oakville East Master Plan;
4. The proposed development will provide connections to Sixth Line and Burnhamthorpe Road, thereby helping to complete the planned road/transit network and providing a density that is supportive of transit use and active transportation;
5. The proposed development will provide a mix of single detached and missing middle townhouse types to support households of different sizes and incomes; and
6. The proposed development delivers a Village Square, contributing to the completion of Neighbourhood 9.

Respectfully submitted,

KORSIAK URBAN PLANNING

PREPARED BY:



JESSICA HE, MSc

REVIEWED BY:



CONSTANCE RATELLE, MPLAN, RPP

APPENDICES

APPENDIX A: PLANNING ACT

EXCERPT

The following sections and policies of the Planning Act are applicable to this proposal:

Provincial Interest

2 The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

(a) the protection of ecological systems, including natural areas, features and functions;

(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

(e) the supply, efficient use and conservation of energy and water;

(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

(g) the minimization of waste;

(h) the orderly development of safe and healthy communities;

(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

(j) the adequate provision of a full range of housing, including affordable housing;

(l) the protection of the financial and economic well-being of the Province and its municipalities;

(m) the co-ordination of planning activities of public bodies;

(n) the resolution of planning conflicts involving public and private interests;

(o) the protection of public health and safety;

(p) the appropriate location of growth and development;

(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

(r) the promotion of built form that,

(i) is well-designed,

(ii) encourages a sense of place, and

(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.

Zoning By-laws

34(10) By-law may be amended

Despite any other provision of this section, any by-law passed under this section or a predecessor of this section may be amended so as to permit the extension or enlargement of any land, building or structure used for any purpose prohibited by the by-law if such land, building or structure continues to be used in the same

manner and for the same purpose as it was used on the day such by-law was passed. R.S.O. 1990, c. P.13, s. 34 (10).

Plan of Subdivision

A Draft Plan of Subdivision is being requested under Section 51 of the *Planning Act*.

51 (24) Criteria

In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

(b) whether the proposed subdivision is premature or in the public interest;

(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

(d) the suitability of the land for the purposes for which it is to be subdivided;

(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;

(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

(f) the dimensions and shapes of the proposed lots;

(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

(h) conservation of natural resources and flood control;

(i) the adequacy of utilities and municipal services;

(j) the adequacy of school sites;

(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

APPENDIX B: PROVINCIAL PLANNING STATEMENT (2024) EXCERPT

The following sections and policies of the PPS 2024 are applicable to this proposal:

2.2 Housing

Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and [...]

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:

a) efficiently use land and resources;

c) support active transportation;

d) are transit-supportive, as appropriate; and [...]

2.9 Energy Conservation, Air Quality and Climate Change

1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

a) support the achievement of compact, transit-supportive, and complete communities;

b) incorporate climate change considerations in planning for and the development of .]infrastructure, including stormwater management systems, and public service facilities; [...]

3.2 Transportation Systems

3. As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

3.6 Sewage, Water and Stormwater

1. Planning for sewage and water services shall:

a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;

2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.

8. Planning for stormwater management shall:

a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;

b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;

d) mitigate risks to human health, safety, property and the environment;

g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

3.9 Public Spaces, Recreations, Parks, Trails and Open Space

1. Healthy, active, and inclusive communities should be promoted by:

a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;

b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

4.1 Natural Heritage

1. Natural features and areas shall be protected for the long term.

2. The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

APPENDIX C: REGION OF HALTON OFFICIAL PLAN EXCERPT

The following Regional Official Plan policies are applicable to this proposal:

HALTON'S REGIONAL STRUCTURE

51. The Regional Structure consists of the following mutually exclusive land use designations:

(1) *Urban Area, where urban services are provided to accommodate concentrations of existing and future development;*

(3) *Regional Natural Heritage System, a system of connected natural areas and open space to preserve and enhance the biological diversity and ecological functions within Halton,*

55.1 The Regional Structure also sets out targets for intensifying development within the Built-Up Area, and development density in the Designated Greenfield Areas as contained in Table 2.

TABLE 2 INTENSIFICATION AND DENSITY TARGETS					
Target	Municipality				
	Halton Region	Burlington	Oakville	Milton	Halton Hills
<i>Intensification Target</i>					
<i>Housing Units in Built-Up Area¹</i>	53,300	20,500	19,400	9,800	3,600
<i>Community Area Density Targets</i>					
<i>People and Jobs per Hectare in the Designated Greenfield Area²</i>	62	76	70	59	53
<i>Employment Area Density Targets</i>					
<i>Jobs per Hectare in the Employment Areas³</i>	26	33	36	19	24

¹ Target for the number of new housing units occurring within the Built-Up Area as shown on Map 1H between 2022 and 2041 and representing 45% of all new units during this period.

² Target for the number of people and jobs per hectare in the Designated Greenfield Area by 2041, consisting of the lands within the Regional Urban Boundary and outside of the Built-Up Area as shown on Map 1H and measured in accordance with Section 227.1 of this Plan.

³ Target for the number of jobs per hectare in the Employment Areas by 2041, as shown on Map 1H and measured in accordance with Section 227.1 of this Plan.

URBAN AREA AND THE REGIONAL URBAN STRUCTURE

72.1 The objectives of the Urban Area are:

(1) *To accommodate growth in accordance with the Region's desire to improve and maintain regional unity,*

retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.

(2) *To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.*

(3) *To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.*

(4) *To ensure that growth takes place commensurately both within and outside the Built Boundary.*

(5) *To establish a rate and phasing of growth that ensure the logical and orderly progression of development, supports sustainable and cost effective growth, encourages complete communities, and is consistent with the policies of this Plan.*

(7) *To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.*

(9) *To facilitate and promote intensification and increased densities.*

74. The Urban Area consists of areas so designated on Map 1 where urban services are or will be made available to accommodate existing and future urban development and amenities. Within the Urban Area, Employment Areas and Urban Growth Centres are identified on Map 1 as overlays on top of the Urban Area, for which specific policies apply.

77. It is the policy of the Region to:

(2.4) *Require development occurring in Designated Greenfield Areas to:*

a) *contribute towards achieving the develop-*

ment density target of Table 2 and the Regional phasing of Table 2a ;

b) contribute to creating healthy communities;

c) create street configurations, densities, and an urban form that support walking, cycling and the early integration and sustained viability of transit services;

e) create high quality parks and open spaces with site design standards and urban design guidelines that support opportunities for transit and active transportation.

Housing

84. The goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.

86. It is the policy of the Region to:

(6) Adopt the following housing targets:

a) that the per cent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter; and

Natural Heritage System

114. The goal of the Natural Heritage System is to increase the certainty that the biological diversity and ecological functions within Halton will be preserved and enhanced for future generations.

114.1 The objectives of the Natural Heritage System are:

(1) To maintain the most natural Escarpment features, stream valleys, wetlands and related significant natural areas and associated Cultural Heritage Resources;

(9) To contribute to a continuous natural open space system to provide visual separation of communities and to provide continuous corridors and inter-connections between the Key features and their ecological functions;

(10) To protect significant scenic and heritage resources; and

(17) To preserve the aesthetic character of natural features.

Regional Natural Heritage System

116.2 Notwithstanding Section 116.1, within the North Oakville East Secondary Plan Area, the Regional Natural Heritage System will be delineated and implemented in accordance with Town of Oakville Official Plan Amendment No. 272.

ENVIRONMENTAL QUALITY

140. The goal for environmental quality is to achieve a high-quality environment, for this and future generations, that will sustain life, maintain health and improve the quality of living.

TRANSPORTATION

172. The objectives of the Region are:

(2) To develop a balanced transportation system that:

a) reduces dependency on automobile use;

b) includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and

c) promotes active transportation. 9.1 To ensure development is designed to support active transportation and public transit.

(9.2) To integrate transportation planning, land use planning and investment in infrastructure.

(10) To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.

DRAFT



THE CORPORATION OF THE TOWN OF OAKVILLE
BY-LAW NUMBER 2025-xxx

A by-law to amend the North Oakville Zoning By-law
2009-189, as amended, to permit the use of lands
described as Part of Lot 14, Concession 1, North
of Dundas Street (Argo Oakville Woods
Corporation)

COUNCIL ENACTS AS FOLLOWS:

- 1. Map 12(5) of By-law 2009-189, as amended, is amended by rezoning the lands as depicted on Schedule 'A' to this By-law.
- 2. Section 8, Special Provisions, of By-law 2009-189, as amended, is further amended by adding a new Section 8.* as follows:

8.*	Argo Oakville Woods Corporation (Part of Lot 14, Concession 1, NDS)	Parent Zone: NC
Map 12(5)		(2025-xxx)
8.*.1 Zone Regulations for All Lands		
The following regulations apply to all lands identified as subject to this Special Provision:		
a)	Notwithstanding Section 4.21.d) of this By-law, a balcony shall be permitted within 1.0 m of the front or flankage lot line.	

b)	Notwithstanding Section 4.21.e) of this By-law, uncovered platforms that are 0.6 metres or greater in height measured from the surrounding grade, and porches including balconies on top of porches, vertical supports, roofs above, and landings, exclusive of stairs, shall be permitted to encroach into a required front yard:	2.0 m
c)	Notwithstanding the maximum width in Table 4.21(g), the maximum width of Bay, Box Out and Bow Windows with or without foundations, which may be a maximum of three <i>storeys</i> in height and which may include a door.	4.0 m
d)	Notwithstanding Section 4.27, a <i>porch</i> shall have a minimum depth from the exterior of the <i>building</i> to the outside edge of the <i>porch</i> of 1.5 metres. Required depths shall be provided for a minimum of 40% of the <i>porch</i> . However, steps, columns, and supporting structures may encroach into the required depth.	
e)	Notwithstanding Section 4.27, the requirement to have walls that are open and unenclosed for at least 70% of the total area of the vertical planes forming its perimeter shall not apply to inset porches.	
f)	Porches shall have walls that are open and unenclosed for at least 40% of the total area of the vertical planes forming its perimeter, other than where it abuts the exterior of the <i>building</i> or insect screening.	
g)	Notwithstanding Section 5.4.1.2 of this By-law, a parking space in a private garage shall have an unobstructed area with a width of not less than 2.9 metres for a single car private garage or a tandem double car private garage, and one step may encroach into the width of a parking space within a garage at the side of the parking space.	
h)	For any through lot, any lot line abutting a street shall be a front lot line.	
i)	Notwithstanding Section 4.18.3 of this By-law, a maximum driveway width of 6.0 metres is permitted.	
8.*.2 Zone Provisions for Townhouse Dwelling Unit Street Access Private Garage		
a)	Minimum <i>lot depth</i>	22.0 metres

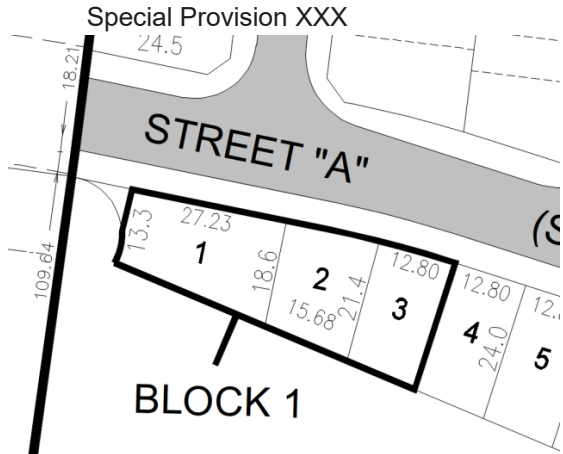
3. Section 8, Special Provisions, of By-law 2009-189, as amended, is further amended by adding a new Section 8.** as follows:

8.**	Argo Oakville Woods Corporation (Part of Lot 14, Concession 1, NDS)	Parent Zone: GU
Map 12(5)		(2025-xxx)
8.**.1 Zone Regulations for All Lands		
The following regulations apply to all lands identified as subject to this Special Provision:		
a)	Notwithstanding the minimum <i>rear setback yard</i> in Section 7.6.2, the minimum <i>rear yard setback</i> for a <i>single detached dwelling street</i> access attached <i>private garage</i> abutting the Natural Heritage System (NHS) <i>zone</i> .	6.0 m
b)	Notwithstanding Section 4.21.d) of this By-law, a balcony shall be permitted within 1.0 m of the front or flankage lot line.	
c)	Notwithstanding Section 4.21.e) of this By-law, uncovered platforms that are 0.6 metres or greater in height measured from the surrounding grade, and porches including balconies on top of porches, vertical supports, roofs above, and landings, exclusive of stairs, shall be permitted to encroach into a required front yard:	2.0 m
d)	Notwithstanding the maximum width in Table 4.21(g), the maximum width of Bay, Box Out and Bow Windows with or without foundations which may be a maximum of three <i>storeys</i> in height and which may include a door	4.0 m
e)	Notwithstanding Section 4.27, a <i>porch</i> shall have a minimum depth from the exterior of the <i>building</i> to the outside edge of the <i>porch</i> of 1.5 metres. Required depths shall be provided for a minimum of 40% of the <i>porch</i> . However, steps, columns, and supporting structures may encroach into the required depth.	
f)	Notwithstanding Section 4.27, the requirement to have walls that are open and unenclosed for at least 70% of the total area of the vertical planes forming its perimeter shall not apply to inset porches.	
g)	Porches shall have walls that are open and unenclosed for at least 40% of the total area of the vertical planes forming its perimeter, other than where it abuts the exterior of the <i>building</i> or insect screening.	

h)	Notwithstanding Section 5.4.1.2 of this By-law, a parking space in a private garage shall have an unobstructed area with a width of not less than 2.9 metres for a single car private garage or a tandem double car private garage, and one step may encroach into the width of a parking space within a garage at the side of the parking space.	
i)	The minimum rear yard setback may be reduced to 3.0 m for a one storey addition for a maximum of 45% of the dwelling width measured at the rear of the main building. The one storey addition shall have a maximum vertical distance of 4.5 m for any sloped roof construction and 4.0m to top of flat roof construction, measured between the finished floor level of the first storey and the highest point of the roof of the one storey addition.	
j)	Notwithstanding Section 4.21 of this By-law, a covered porch (lanai) is permitted to project 3 metres into the required rear yard.	

8.**.2 Additional Zone Provisions for Block 1 Lots 1-3 identified in Special Site Figure 8.**.1		
a)	Minimum <i>lot depth</i>	13 m
b)	Minimum <i>rear yard setback</i>	1.3 m

Figure 8.**.1



The diagram illustrates the layout of Block 1, which is divided into five lots. Lot 1 is the central focus, highlighted with a thick black border. It is situated between Street "A" to the north and a boundary line to the south. The dimensions for Lot 1 are 13.3 (width) and 27.23 (depth). To the north of Lot 1 is a shaded area labeled "Special Provision XXX" and "STREET 'A'". The setback from Street "A" is 24.5. To the west of Lot 1 is a boundary line with a setback of 109.64. To the east of Lot 1 are Lots 2, 3, 4, and 5. The dimensions for these lots are: Lot 2 (width 18.6, depth 15.68), Lot 3 (width 12.80, depth 21.4), Lot 4 (width 12.80, depth 24.0), and Lot 5 (width 12.0, depth 24.0). The overall width of the block is 109.64.

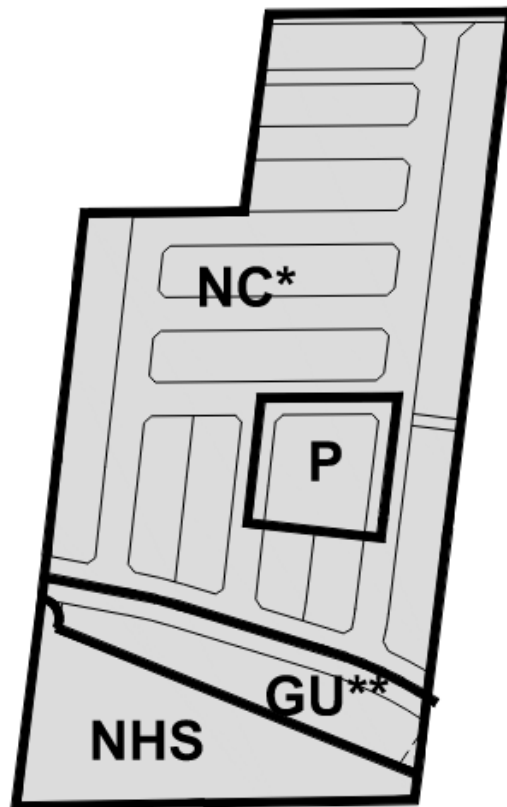
4. This By-law comes into force in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

PASSED this XXth day of _____, 2025


MAYOR

CLERK

SCHEDULE "A"
To By-Law 2025-***



AMENDMENT TO BY-LAW 2009-189

 Rezoned from Future Development (FD) to
Neighbourhood Centre (NC sp:*);
General Urban (GU sp:**);
Park (P) and
Natural Heritage System (NHS)

EXCERPT FROM MAP
12 (5)

