

## **PLANNING JUSTIFICATION REPORT**

**Zoning By-law Amendment &  
Plan of Subdivision**

**ARGO (West Morrison Creek) Limited**

**Part of Lot 16, Concession 1, North of Dundas Street  
Town of Oakville**

**December 2019**

**Prepared for:**

**Argo (West Morrison Creek) Limited**

**Prepared by:**

**Korsiak Urban Planning**

**CONTENTS**

1.0 INTRODUCTION ..... 3

    1.1 SUPPORTING STUDIES..... 3

    1.2 SITE DESCRIPTION AND CONTEXTUAL ANALYSIS..... 4

2.0 PROPOSED DEVELOPMENT..... 5

3.0 POLICY FRAMEWORK ..... 5

    3.1 PROVINCIAL POLICY STATEMENT ..... 5

    3.2 PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019).. 10

    3.4 REGION OF HALTON OFFICIAL PLAN..... 13

    3.5 TOWN OF OAKVILLE OFFICIAL PLAN – LIVABLE OAKVILLE ..... 17

        3.5.1 Official Plan Amendment No. 15 ..... 17

    3.6 NORTH OAKVILLE EAST SECONDARY PLAN (NOESP)..... 18

4.0 PUBLIC INFORMATION MEETING ..... 28

5.0 ZONING..... 29

6.0 PLANNING OPINION ..... 29

## 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 LAND USE PLAN

FIGURE 5: NORTH OAKVILLE EAST MASTER PLAN

FIGURE 6: PEDESTRIAN CIRCULATION / TRANSIT FACILITY PLAN

FIGURE 7: NORTH OAKVILLE EAST TRANSPORTATION PLAN

FIGURE 8: AREA DESIGN PLAN

FIGURE 9: NORTH OAKVILLE EAST COMMUNITY STRUCTURE

FIGURE 10: NORTH OAKVILLE EAST NATURAL HERITAGE SYSTEM

FIGURE 11: EXISTING ZONING MAP

## LIST OF APPENDICES

APPENDIX I: GROWTH PLAN, SCHEDULE 2 – A PLACE TO GROW CONCEPT

APPENDIX II: 2041 RTP MAP 6: IN DEVELOPMENT RAPID TRANSIT PROJECTS

APPENDIX III: REGIONAL TRANSPORTATION PLAN – MAP 3

APPENDIX IV: TOWN OF OAKVILLE OPA 15 - SCHEDULE A1

APPENDIX V: PROPOSED DRAFT AMENDING ZONING BY-LAW

APPENDIX VI: DENSITY PLAN

# 1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Argo (West Morrison Creek) Limited to prepare this Planning Justification Report in support of Zoning By-law Amendment and Draft Plan of Subdivision applications required to permit the proposed phased development of lands located west of Sixth Line, between Dundas Street West and Burnhamthorpe Road West (*Figure 1 –Context Photo*), legally referred to as Part of Lots 16, Concession 1. The purpose of this report is to outline the nature of the proposal and to evaluate the development in the context of the policies of the Provincial Policy Statement, the Provincial Growth Plan, the Region of Halton, Livable Oakville Plan and North Oakville East Secondary Plan (NOESP).

## 1.1 SUPPORTING STUDIES

The following required studies (plans and reports) identified in the Pre-Consultation meeting on November 13, 2019 have been prepared under separate cover by specialized consultants retained by the applicant in support of the proposed applications:

- Archeological Assessment – Amick Consultants Limited
- Density Plan & Planning Statistics, Area Design Plan – Korsiak Urban Planning
- Environmental Implementation Report & Functional Servicing Study (in accordance to Area Servicing Plan) – Urbantech Consulting
- Environmental Site Assessment (Phase 1) – DS Consultants Ltd.
- Geotechnical & Soils Report – DS Consultants Ltd.
- Landscape Plan & Details – NAK Design Strategies
- Parking Management Plan, Pedestrian Circulation & Transit Facilities Plan – Korsiak Urban Planning
- Survey with Limits of Natural Features – J.D. Barnes Ltd.
- Sustainability Checklist, Public Information Meeting – Korsiak Urban Planning
- Scoped Transportation Impact Analysis Addendum, Parking Justification & Management Plan – CGH Transportation
- Tree Vegetation Study & Arborist Report – Kuntz Forestry Consulting Inc.
- Urban Design Brief – NAK Design Strategies



FIGURE 1  
CONTEXT PHOTO

## 1.2 SITE DESCRIPTION AND CONTEXTUAL ANALYSIS

The subject lands are located on the west side of Sixth Line, between Dundas Street West and Burnhamthorpe Road West (*Figure 1 –Context Photo*). The subject lands are rectangular in shape with a total site area of 12.6 hectares, formerly agricultural uses. The subject lands are within the Conservation Halton regulated limits, in the Sixteen Mile Creek watershed. A tributary to the Upper West Morrison Creek traverses the property from north to south.

The surrounding areas are characterized as follows (as seen on *Figure 1*):

- South/Southwest: Natural Heritage System (NHS) lands, existing residential subdivisions (Mattamy Preserve) comprised of single detached, townhouse, and future mid-rise apartment dwellings, two parks (Isaac and George Savage), two parkettes (Horton and Kaitting House), and two elementary schools (St. Gregory the Great Catholic Elementary School and Oodenawi Public School), the Sixteen Mile Sports Complex, and , Dundas Street East.
- East/Southeast: Sixth Line, registered residential subdivisions under construction with a range of low/medium density residential, Bowbeer village square, NHS, Munn’s United Church, and commercial *SmartCentre* south of Dundas Street East before Trafalgar Road.
- North/Northeast: vacant lands for future NHS and development including a neighbourhood park, Catholic elementary school, employment lands; Burnhamthorpe Road West; and Highway 407.
- West/Northwest: future residential subdivision, public elementary school, and a neighbourhood park, beyond Neyagawa Boulevard is King’s Christian Collegiate (a private secondary school), and an existing residential neighbourhood consisting of semi-detached and townhouse dwellings.

A neighbourhood *Activity Node* (Neighbourhood 8) identified in the NOESP Master Plan is proposed to be relocated to the intersection of Street ‘A’/Marvin Avenue and Sixth Line. This node will be served by future bus routes along Sixth Line and Street ‘A’. Sixth Line is a Minor Arterial/Transit Corridor road planned for up to 4 lanes of travel as per the completed Class Environmental Assessment, while the future Street ‘A’, is a designated Connector/Transit Corridor road. Existing bus routes 5 and 5A currently serve the established subdivision to the south. Dundas Street is a six-lane major arterial road, designated as a regional transportation corridor with a future Bus Rapid Transit (BRT). Bus routes connect with the Oakville GO Station and Dundas/407 Carpool lot, making public transit a feasible option in the future.

## 2.0 PROPOSED DEVELOPMENT

Argo (West Morrison Creek) Limited is proposing to develop the subject lands with a mixture of residential unit types (*Figure 2- Draft Plan of Subdivision*). The proposal includes a stormwater management facility and Natural Heritage System (NHS) area to accommodate the channel for the creek, with a combined size of 4.35 hectares that divides the site in half, while providing a north-south open space corridor for passive recreational uses. The overall development will consist of 208 dwelling units in the form of single detached units in the west half, and a mixture of rear lane, street, and back-to-back townhouses, and a mixed-use building on the east half. The mixed-use block will function as part of the Neighbourhood 8 *Activity Node* within the Neighbourhood Centre area to serve the surrounding community, which is consistent with the NOESP. Access to the east half of the site is via Sixth Line with intersections at Streets 'A' and 'E'. Access to the western half of the site will be provided through the future extension of Preserve Drive with intersections at Streets 'B' and 'C'. The highest densities will be provided along Sixth Line, with proposed townhouses and a future mixed-use building. A major trail is provided along the east side of the channel providing additional neighbourhood pedestrian connectivity.

A Plan of Subdivision is required to subdivide the land for the proposed uses. As the lands are currently zoned 'Existing Development (ED)', a Zoning By-law Amendment is required to implement the NOESP.

## 3.0 POLICY FRAMEWORK

### 3.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement, 2014 (PPS) contains policies on matters of provincial interest related to land use planning and development. The policies set out in the PPS help to protect resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management to contribute to more effective and efficient land use patterns, thereby enhancing the quality of life for all Ontarians. Within the PPS are a number of Provincial Policies that pertain to this proposal, including:

Policies in Section 1.1 for 'Development and Land Use Patterns' state:

*1.1.1 Healthy, livable and safe communities are sustained by:*

**DRAFT PLAN OF SUBDIVISION 24T- Argo (West Morrison Creek) Limited**  
 PART OF LOT 16 CONCESSION 1, NORTH OF DUNDAS STREET  
 GEOGRAPHIC TOWNSHIP OF TRAFALGAR  
 NOW IN THE TOWN OF OAKVILLE  
 REGIONAL MUNICIPALITY OF HALTON

**OWNER'S AUTHORIZATION**  
 I HEREBY AUTHORIZE KORSIAK URBAN PLANNING TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF OAKVILLE FOR APPROVAL.

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_  
 Fabio J. Mazzocco  
 Argo (West Morrison Creek) Limited  
 4900 Palladium Way, Suite 105  
 Burlington, Ontario L7M 0W7

**SURVEYOR'S CERTIFICATE**  
 I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED \_\_\_\_\_ DATE November 25, 2019  
 Ron Quenubin, OLS, OLIP  
**J.D. BARNES LIMITED**  
 LAND INFORMATION SPECIALISTS  
 40 WOODLAND WAY, SUITE 4, MISSISSAUGA, ONT. L4X 1L7

**ADDITIONAL INFORMATION (UNDER SECTION 51 (17) OF THE PLANNING ACT)**  
 A) SHOWN ON PLAN  
 B) SHOWN ON PLAN  
 C) SHOWN ON PLAN  
 D) SHOWN ON PLAN  
 E) SHOWN ON PLAN  
 F) SHOWN ON PLAN  
 G) SHOWN ON PLAN  
 H) MUNICIPAL AND PIPED WATER TO BE PROVIDED  
 I) CLAY LOAM  
 J) SHOWN ON PLAN  
 K) SANITARY AND STORM SEWERS TO BE PROVIDED  
 L) SHOWN ON PLAN

**LAND USE SCHEDULE**

Land Use	Lots/Blocks	Lot/Block Total	Area (ha)	Units
Single Detached (12.2m)	1, 2, 4-12, 25, 26, 28-31, 33-41, 43-47, 49-51, 53-56, 58-63, 72-76	49	1.45	49
Single Detached (10.4m)	3, 24, 27, 48, 77, 78	6	0.17	6
Single Detached (13.4m)	13-16, 32, 42, 52, 57, 64, 69-71, 79-88	22	0.92	22
Single Detached (15.24m)	17-23, 65-68	11	0.40	11
Single Detached (11.6m)	89	1	0.03	1
Rear Lane Townhouses (6.05m)	90-97	8	0.70	36
Street Townhouses (6.1m)	98-104	7	0.78	42
Back-to-Back Townhouses (6.4m)	105-107	3	0.40	40
Mixed Use	108	1	0.27	TBD
Natural Heritage System (NHS)	109-113	5	2.28	
SWM Pond	114	1	2.13	
Residential Reserve	115-120	6	0.48	
Walkway (3m)	121	1	0.01	
0.3m Reserve	122-124	3	0.00	
Road Widening	125	1	0.17	
11m ROW (216m)			0.24	
17m ROW (1,029m)			1.76	
19m ROW (196m)			0.38	
<b>Total</b>	<b>125</b>	<b>125</b>	<b>12.57</b>	<b>207</b>

**NOTES:**  
 - Pavement illustration is diagrammatic  
 - Connector to Connector or Avenue daylight triangle = 7.5m  
 - Local to Local or Collector daylight triangle = 3.5m

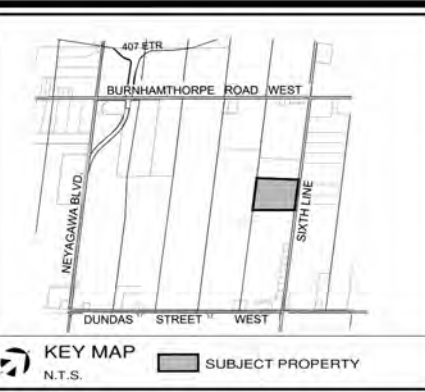
**ARGO DEVELOPMENT CORP**

SCALE 1:2500      December 19, 2019

DRAWN BY: SE      CHECKED BY: KC

**KORSIAK Urban Planning**

206-277 Lakeshore Road East  
 Oakville, Ontario L6J 3H9  
 T: 905-237-0227  
 info@korsiak.com



**24T- SDE CALCULATIONS**

Unit Type	Blocks	Units	SDE*
Single Detached	1-89	89	89
Townhouse	90-104	78	59.3
Back-to-Back	105-107	40	18.00
<b>Total</b>	<b>107</b>	<b>207</b>	<b>166.3</b>

\* SDE Factors:  
 Detached - 1.00  
 Townhouse - 0.76  
 Back-to-Back - 0.45



DATE [D.M.Y]	REVISION	DWG	BY
19/12/2019	First Submission	A	SE

**FIGURE 2  
 DRAFT PLAN OF SUBDIVISION**



- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; and*
- e) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.*

*1.1.2 Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.*

The proposed development is consistent with these sections by providing a mix of residential, commercial and open space uses; and promoting cost effective and efficient patterns in coordination with proposed surrounding developments, which help to facilitate a complete community.

Policies in the ‘Settlement Areas’ section state:

*1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*

*1.1.3.2 Land use patterns within settlement areas shall be based on:*

- a) *densities and a mix of land uses which:*
  - 1. *efficiently use land and resources;*
  - 2. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
  - 4. *support active transportation; and*
  - 5. *are transit-supportive, where transit is planned, exists or may be developed; and*
- b) *a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in Policy 1.1.3.3, where this can be accommodated.*

*1.1.3.6 New Development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact built form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

The proposed development is consistent with the ‘Settlement Areas’ policies for a number of reasons: the location is within a defined Settlement Area that follows the phasing plan set out by the Town of Oakville and is a logical continuation of the existing Built-Up Area to the south. The proposal establishes a range of densities, is compact in form, facilitates public infrastructure through a SWM facility and NHS areas.

Policies in the ‘Housing’ section state:

*1.4.1 To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

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

- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.*

The proposal is consistent with these policies as it provides a mix of housing types including single detached, back-to-back, rear-lane, and street townhouses, along with a mixed-use block for future development that are compact and efficiently use the land, infrastructure, and public service facilities. In addition, the development has been designed to connect to and promote the use of existing and proposed active transportation routes and transit services, including the anticipated Dundas Street BRT.

Policies in the ‘Public Spaces, Recreation, Parks, Trails and Open Space’ section state:

*1.5.1: Healthy, active communities should be promoted by:*

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
- d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

The proposal provides for public streets, a connected pedestrian network and opportunities for passive recreational uses, and open space areas within the NHS and SWM facility blocks, with appropriate buffers.

Policies in the ‘*Long-Term Economic Prosperity*’ section state:

*1.7.1. Long term economic prosperity should be supported by:*

- b) *optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities.*
- d) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*

The proposed development supports these objectives as it is designed to make efficient use of land thereby optimizing the long-term availability of land, resources, and infrastructure. Additionally, the character of the community will be further defined through good quality urban design and the conservation and enhancement of the NHS features.

Policies in the ‘*Energy Conservation, Air Quality and Climate Change*’ section state:

*1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:*

- a) *promote compact form and a structure of nodes and corridors;*

- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.*

The proposed development is consistent with these policies as it offers a compact form on a grid design supports active transportation and provides easy access to future transit services that will help to reduce greenhouse gas emissions and support energy conservation.

Policies in the ‘Natural Heritage’ section state:

- 2.1.1 Natural features and areas shall be protected for the long term; and*
- 2.1.2 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.*

The proposed development is consistent with the ‘Natural Heritage’ policies as it protects the NHS lands within the development and maintains the diversity and connectivity of natural features in the area.

The proposal is consistent with the mandate of the Provincial Policy Statement for the following reasons:

- The proposal sustains healthy, livable and safe communities through development of a vacant site with a cost-effective development pattern;
- The proposed development is within a Settlement Area that optimizes existing infrastructure and services and land use patterns for active transportation;
- The proposed development offers a range of dwelling types to contribute to the housing mix;
- The proposed development is compact, which reduces land consumption and servicing costs;
- The proposed development utilizes infrastructure systems and manages stormwater onsite;
- The proposal supports energy conservation and climate change with compact built forms; and
- The proposal recognizes, provides and protects Natural Heritage Systems, public open spaces and pedestrian connectivity to support the achievement of healthy and active communities.

## 3.2 PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019)

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019) (the ‘Growth Plan’) came into full force and effect on May 16, 2019. The Growth Plan provides the framework for implementing Ontario’s vision for building stronger, more prosperous communities by better managing growth in the Greater Golden Horseshoe Region to 2041. The Growth Plan establishes a long-term structure for where and how the Region will achieve complete communities that are compact, transit supportive, and make effective use of investments in infrastructure and public service facilities. The Growth Plan is structured to increase housing supply, expand economic prosperity and streamline approval processes while protecting important natural heritage features and agricultural lands.

The subject lands are located within the ‘Settlement Area’ and are within the ‘Designated Greenfield Area’ as shown on Schedule 2-A Place to Grow Concept (Appendix I). Within the Growth Plan are a number of Provincial policies that pertain to this proposal, including:

### 1.2.1 Guiding Principles

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all size, incomes, and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.*

The proposed development adheres to the Guiding Principles of the Growth Plan for the following reasons. Its supports and accommodates active transportation and future transit on a modified grid network that provides access to services and amenities. By providing a mix and range of low, medium and high-density residential uses, along with a SWM facility and NHS areas, the development makes efficient use of land and infrastructure and serves various sizes, incomes, and ages of households. Furthermore, the proposal completes the Neighbourhood 8 *Activity Node* and integrates NHS areas to foster pedestrian connectivity that helps to achieve a complete community.

### 2.2.1 Managing Growth

2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) *the vast majority of growth will be directed to settlement areas that:
 
    - ii. *have existing or planned municipal water and wastewater systems; and*
    - iii. *can support the achievement of complete communities.**
  - c) *within settlement areas, growth will be focused in:
 
    - ii. *strategic growth areas;*
    - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
    - iv. *areas with existing or planned public service facilities.**
4. *Applying the policies of this Plan will support the achievement of complete communities that:*
- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
  - b) *Improve social equity and overall quality of life, including human health, for people at all stage of life, and to accommodate the needs of all household sizes and incomes;*
  - c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
  - d) *expand convenient access to:
 
    - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
    - ii. *public service facilities, co-located and integrated in community hubs;*
    - iii. *an appropriate supply of safe, publicly accessible open spaces, parks, trails, and other recreational facilities; and**
  - e) *Provide for a more compact built form and vibrant public realm, including public open spaces.*

The proposed development directs growth to a Settlement Area with planned for public services facilities, transit, and municipal water and wastewater systems. The development provides range of low and medium-density residential dwellings and offers public accessible open spaces and trails with NHS and SWM areas to further support the achievement of a complete community.

### **2.2.6 Housing**

- 3. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

The development includes options for a mix of dwelling types from of rear lane, street, and back-to-back

townhouses, along with a mixed-use building, and single detached dwellings of varying sizes that can accommodate a range of household ages, sizes, and incomes.

### **2.2.7 Designated Greenfield Areas**

1. *New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*
  - a) *supports the achievement of complete communities;*
  - b) *supports active transportation; and*
  - c) *encourages the integration and sustained viability of transit services.*
2. *The minimum density target applicable to the designated greenfield area of each upper-and single-tier municipality is as follows:*
  - a) *The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare.*

As previously stated, the compact design of the proposed development ensures that services and amenities are easily accessible via active transportation options and transit. The proposed 207 units, excluding the future development of the mixed-use block, exceeds the minimum density target with approximately 300 persons per hectare, as calculated using 3.52 persons per unit (PPU) for low-density housing and 2.66 PPU for medium-density housing from the Region of Halton 2017 Development Charges Background Study.

The proposal conforms to the aforementioned Growth Plan policies for the following reasons:

- The proposal is located within a Settlement Area and Designated Greenfield Area;
- It provides a range of unit types and sizes for different household sizes, incomes, and ages;
- The proposed development helps to achieve the minimum density target within the Region;
- The proposal is supportive of active transportation, transit corridors, and public transit services;
- The proposal enhances the vitality and viability of the lands north of Dundas Street;
- The proposed development makes use of existing and planned for infrastructure and public service facilities without causing a financial burden to the Region or Town; and,
- The proposal increases long-term economic prosperity by optimizing public services.

## 3.4 REGION OF HALTON OFFICIAL PLAN

The Region of Halton Official Plan (ROP) provides direction to how physical development should take place in Halton Region to meet the needs of current and future residents. The ROP outlines a long-term vision for Halton’s physical form and community character by setting forth goals and objectives and by providing policy to be followed to achieve an urban structure that will accommodate future growth effectively. The subject site is designated ‘Urban Area’ and ‘Natural Heritage System’ in Map 1 – Regional Structure (*Figure 3*). Within the ROP are a number of Regional Policies that pertain to this proposal, including:

### 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.*

The proposed development provides growth within an *Urban Area* where urban services are planned while providing, protecting and preserving new NHS features throughout the site. The minimum development density target set by the Region for the Town of Oakville in Table 2 for a designated *greenfield area* is 46 residents and jobs combined per gross hectare. As previously stated, the proposal achieves approximately 300 persons per hectare, which is based on 3.52 persons per unit (PPU) for low-density housing and 2.66 PPU for medium-density housing.

### Urban Area

The subject lands are designated ‘Urban Area’ on Map 1 – Regional Structure (*Figure 3*).

*72. The objectives of the Urban Area are:*

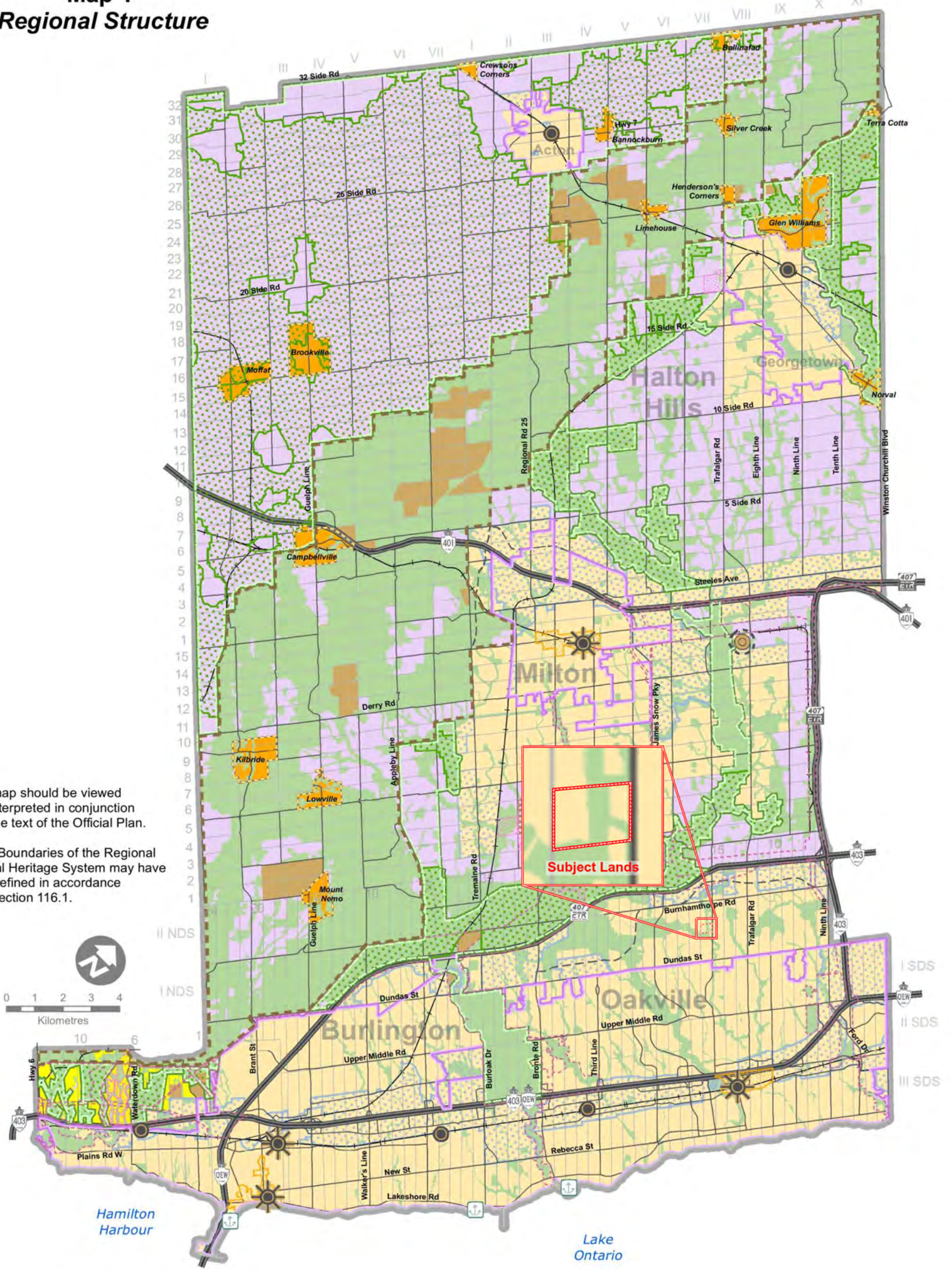
- 1. To accommodate growth in accordance with the Region’s desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.*



# Map 1 Regional Structure

This map should be viewed and interpreted in conjunction with the text of the Official Plan.

\* The Boundaries of the Regional Natural Heritage System may have been refined in accordance with Section 116.1.



- Waterfront Park (See Map 2)
- Major Transit Station
- Proposed Major Transit Station
- Mobility Hub
- Rail Line
- Proposed Major Arterial
- Major Road
- Provincial Freeway
- Lot and Concession Line
- Municipal Boundary
- Urban Area
- Hamlet
- Agricultural Area
- Regional Natural Heritage System \*
- Mineral Resource Extraction Area
- North Aldershot Policy Area
- Greenbelt Natural Heritage System (Overlay)
- Greenbelt Plan Protected Countryside Boundary
- Niagara Escarpment Plan Boundary
- Parkway Belt West Plan Boundary
- Built Boundary
- Employment Area
- Urban Growth Centre
- Area Eligible for Urban Servicing
- Halton Waste Management Site

June 19, 2018

**FIGURE 3  
REGIONAL STRUCTURE**

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.*
  6. *To identify an urban structure that supports the development of Intensification Areas.*
  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 development 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;*
    - d) *provide a diverse mix of land uses, including residential and employment uses to support vibrant neighbourhoods; and*
    - e) *create high quality parks and open spaces with site design standards and urban design guidelines that support opportunities for transit and active transportation.*

The proposal is consistent with the Urban Area objectives, with a compact built form that makes efficient use of land and services and achieves an approximate density of 300 residents and jobs per hectare.

### **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 at least 50 per cent of new housing units produced annually in Halton be in the form of townhouses or multi-storey buildings.*

The development proposes approximately 57 percent of the dwellings as a mix of townhouse types, a range of single-detached dwelling sizes, and a mixed-use block for future development that provides options for differing social and economic needs.

### **Natural Heritage System and Regional 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:*

*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; and*

*18. To provide opportunities, where appropriate, for passive outdoor recreational activities.*

*116.1 The boundaries of the Regional Natural Heritage System may be refined, with additions, deletions and/or boundary adjustments, through:*

*c) similar studies based on terms of reference accepted by the Region.*

*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.*

The NHS features within the proposed development provides for linkages and buffers to abutting NHS area, creates new habitat area for supporting biological diversity, and provides opportunities for connectivity through passive recreational uses and active transportation. The boundaries of the NHS area are delineated through an approved Environmental Impact Assessment, which will protect the NHS to ensure its enjoyment for current and future generations.

### 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.*

The proposal conforms to this policy by providing lower impact uses abutting the NHS areas, as well as linkages, vistas and buffers to the proposed NHS areas and abutting Core Area to the south.

### Transportation

*171. The goal for transportation is to provide a safe, convenient, accessible, affordable and efficient transportation system in Halton, while minimizing the impact on the environment and promoting energy efficiency.*

*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.*

*6. To support seamless public transit services in Halton that:*

- c) are connected to a higher order transit network throughout the Greater Toronto and Hamilton Area.*

*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.*

The subject lands have access to major transportation facilities and higher order transit corridors as identified in the ROP Map - Functional Plan of Major Transportation Facilities (Appendix III), with Sixth Line designated as a minor arterial and Transit Corridor, Dundas Street designated as a major arterial and

*Higher Order Transit Corridor*; Burnhamthorpe Road designated as a major arterial and *Higher Order Transit Corridor*. The proposal includes sidewalks on both sides of the street encouraging active transportation and pedestrian activity. Furthermore, the intersection of Sixth Line and Street 'A' are identified for a future local bus stop, which will be finalized in consultation with Town staff at a later stage.

The proposal conforms to the aforementioned Regional Official Plan policies for the following reasons:

- The subject lands are within the Urban Area where urban services are planned for;
- The proposal recognizes and provides for connectivity to Regional NHS designated areas;
- The proposal provides convenient access to the Regional transportation network;
- The proposed built forms are complementary to existing developed areas; and
- The proposed development contributes to the Regional density target and Regional housing target with over 50% of new units as townhouses and future development of a mixed-use block.

### 3.5 TOWN OF OAKVILLE OFFICIAL PLAN – LIVABLE OAKVILLE

The Livable Oakville Plan sets out how lands shall be used and how growth should occur through to 2031. Schedule A1, Urban Structure of the Livable Oakville Plan which provides the basic structural elements for the Town has been used and applies to all lands within the Town except the North Oakville East and West Secondary Plan areas. As the subject lands are located with the NOESP, they are not subject to the policies of the Livable Oakville Plan.

#### 3.5.1 OFFICIAL PLAN AMENDMENT No. 15

On April 26, 2018, the Region of Halton approved OPAs 15, 317, and 318 with modifications, to establish a Town-wide urban structure that connects the NOESP and North Oakville West Secondary Plan to Section 3 - Urban Structure of the Liveable Oakville Plan and directs growth to an identified system of nodes and corridors. The approval of OPA 15 has been appealed by ClubLink (Glen Abbey) to the Local Planning Appeal Tribunal (LPAT) and as such the proposed Town-wide urban structure is not in full force and effect. A Case Management Conference was held on February 29, 2019 and no decision has been issued.

Given that both the Town Council and Halton Region approved the OPA, the policies have been included in this report as they represent the vision for Oakville. The proposed development provides a

complementary urban form that appropriately transitions to these designated corridors and nodes, which is consistent with the policies and objectives of OPA 15 (Appendix IV).

### **3.6 NORTH OAKVILLE EAST SECONDARY PLAN (NOESP)**

The site is located within the NOESP area. The NOESP includes detailed policies implementing general development objectives to guide the future development of the area. The plan also establishes a detailed planning framework for the future urban development of the North Oakville East Planning Area. The plan states that *“the design of North Oakville East will generally reflect the ‘Transect’, a system of classification of human habitats from the most rural which is reflected in the natural heritage and open space system, to the most urban conditions, which is reflected in the urban core areas”*. On June 11, 2018, Town Council adopted Official Plan Amendment No. 321 (OPA 321), being an amendment to bring the Town’s NOESP into conformity with new Provincial and Regional policy. It was subsequently approved by the Region on September 21, 2018, with modifications. Certain Regional modifications in OPA 321 were appealed to the LPAT and were resolved through the inclusion of a site-specific policy on July 2, 2019. Therefore OPA 321 is now in full force and effect. This document refers to policies in both the NOESP and OPA 321.

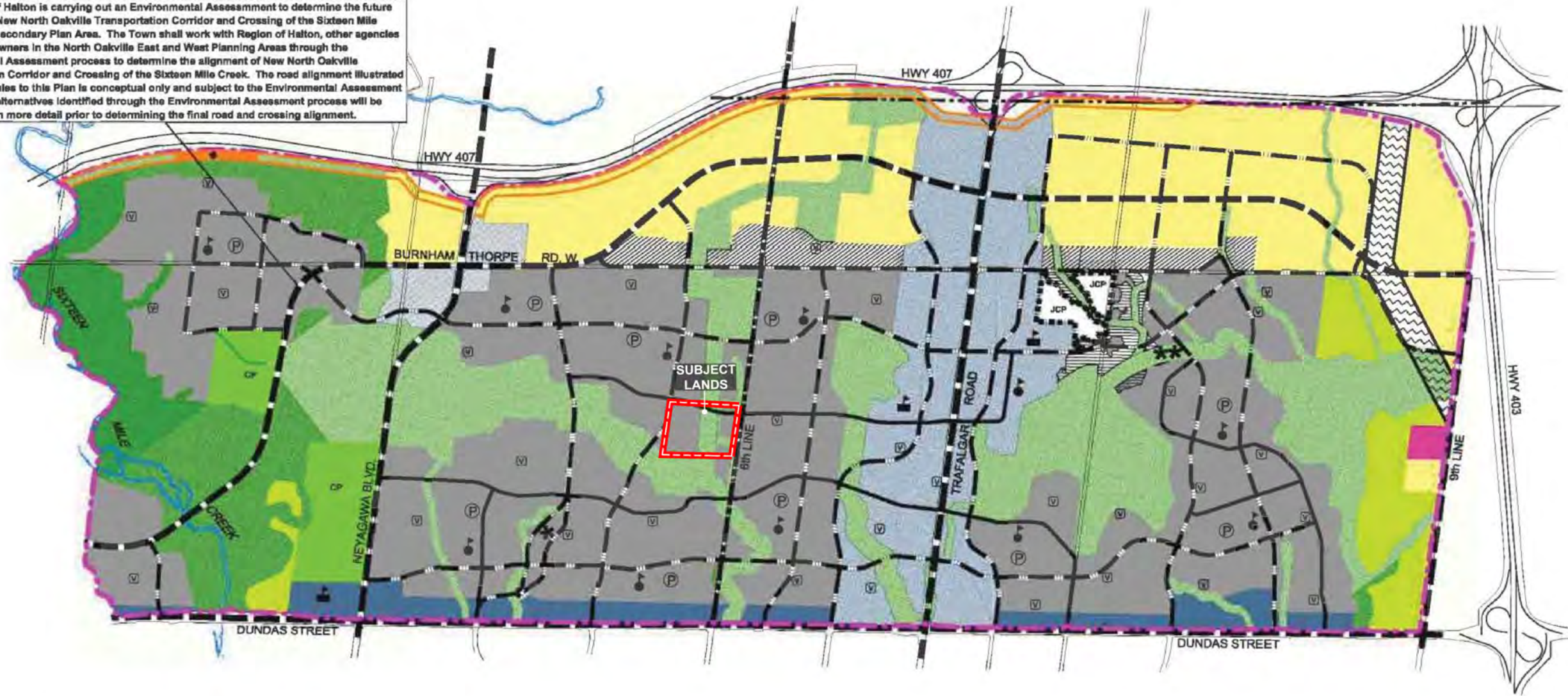
As per the *NOE2-Land Use Plan (Figure 4)*, the subject lands are designated ‘Neighbourhood Area’ and ‘Natural Heritage System Area’. The North Oakville Master Plan (*Figure 5*) provides general locations for uses within the designated ‘Neighbourhood Area’. The subject lands are identified as ‘Neighbourhood Centre Area’, ‘General Urban Area’ and ‘Suburban Area’.

General Development Objectives that are relevant include:

#### **7.2.3.1 Environment and Open Space**

- a) *To establish as a first priority of the Town, a natural heritage and open space system, within the context of an urban setting, the majority of which is in public ownership;*
- b) *To create a sustainable natural heritage and open space system which provides a balance between active and passive recreational needs and links to the existing open space system within the Town;*
- c) *To identify, protect and preserve natural heritage features within the natural heritage component of the natural heritage and open space system and ensure that their use respects their functional role as natural areas within the ecosystem;*

**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 landowners in the North Oakville East and West Planning Areas through the Environmental Assessment process to determine the alignment of New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek. The road alignment illustrated on the schedules to this Plan is conceptual only and subject to the Environmental Assessment process. All alternatives identified through the Environmental Assessment process will be investigated in more detail prior to determining the final road and crossing alignment.



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

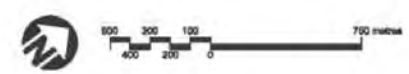
**LEGEND**

- SECONDARY PLAN AREA BOUNDARY
- - - OAKVILLE / MILTON MUNICIPAL BOUNDARY
- ==== PROVINCIAL FREEWAY
- == MAJOR ARTERIAL/TRANSIT CORRIDOR
- MINOR ARTERIAL/TRANSIT CORRIDOR
- - AVENUE/TRANSIT CORRIDOR
- CONNECTOR/TRANSIT CORRIDOR
- ~~~~ UTILITY CORRIDOR
- == TRANSITWAY
- UNDERLYING LAND USE NOT DETERMINED subject to Section 7.4.7.1(b)(i)
- DUNDAS URBAN CORE AREA
- NEYAGAWA URBAN CORE AREA
- TRAFALGAR URBAN CORE AREA
- ▨ TRANSITIONAL AREA
- EMPLOYMENT DISTRICT
- NATURAL HERITAGE SYSTEM AREA
- CP COMMUNITY PARK AREA
- JOSHUA CREEK COMMUNITY PARK AREA
- JOSHUA CREEK FLOODPLAIN AREA subject to Sections 7.4.13.1 & 7.6.17
- NEIGHBOURHOOD AREA
- CEMETERY AREA
- INSTITUTIONAL AREA
- SECONDARY SCHOOL SITE
- ELEMENTARY SCHOOL SITE
- Ⓟ NEIGHBOURHOOD PARK
- Ⓜ VILLAGE SQUARE
- \*\* SUBJECT TO SECTIONS 7.4.7.3c viii & 7.4.14.3 d)
- \* POLICY REFERENCE SEE POLICY SECTION 7.4.7.2

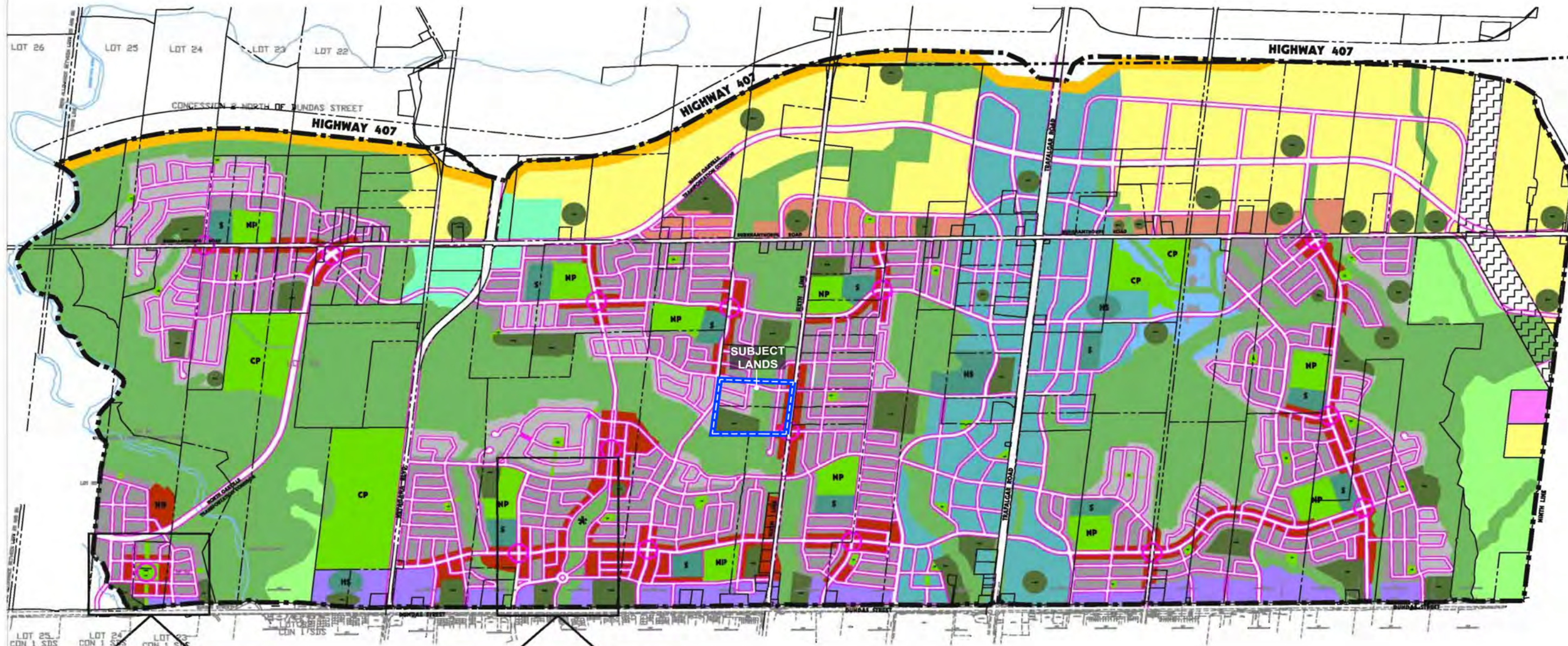
**Town of Oakville**  
 North Oakville East of Sixteen Mile Creek Secondary Plan

**FIGURE NOE 2**  
 Land Use Plan

February 2008



**FIGURE 4**  
**NORTH OAKVILLE EAST LAND USE PLAN**



**LEGEND**

- SECONDARY PLAN AREA BOUNDARY
- OAKVILLE / MILTON MUNICIPAL BOUNDARY
- TRANSITWAY
- DUNDAS STREET URBAN CORE AREA
- NEYAGAWA BLVD. URBAN CORE AREA
- TRAFALGAR ROAD URBAN CORE AREA
- TRANSITIONAL AREA
- EMPLOYMENT AREA
- NATURAL HERITAGE SYSTEM AREA
- INSTITUTIONAL AREA
- STORMWATER MANAGEMENT FACILITY (final location tbd)
- COMMUNITY PARK AREA
- NEIGHBOURHOOD PARK AREA
- VILLAGE SQUARE/URBAN SQUARE
- ELEMENTARY SCHOOL SITE
- SECONDARY SCHOOL SITE
- JOSHUA CREEK FLOODPLAIN AREA
- UTILITY CORRIDOR
- NEIGHBOURHOOD ACTIVITY NODE
- CEMETERY AREA
- NEIGHBOURHOOD CENTRE AREA
- GENERAL URBAN AREA
- SUB URBAN AREA
- HIGH DENSITY RESIDENTIAL AREA
- POLICY REFERENCE - SEE POLICY SECTION 7.4.7.2

**Town of Oakville**  
 Appendix 7.3  
 North Oakville Master Plan  
 February 2008

NOTE: The Master Plan assumes the protection of designated heritage resources in accordance with the provisions of Section 7.4.12 of the Secondary Plan



**FIGURE 5**  
**NORTH OAKVILLE EAST MASTER PLAN**



- d) *To incorporate measures intended to achieve the goals of environmental protection and enhancement including energy conservation, greenhouse gas reduction, and increased utilization of public transit;*
- e) *To preserve and protect ESA's, ANSI's, provincially significant wetlands and significant woodlands which form the core of the natural heritage component of the natural heritage and open space system, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long term sustainability of the natural heritage component of the system within the urban context.*

The NHS area is prioritized in the proposal design to incorporate the tributary to the Upper West Morrison Creek. Blocks on the Draft Plan have been sized to accommodate the required channel components with appropriate buffers and a walkway. Preliminary channel design is provided in the EIR to ensure that its functional role is preserved. The proposed NHS blocks will connect to adjacent NHS lands to provide continuous connections between key features and their ecological functions. Several vistas and walkways are proposed along the border of the NHS to provide visual and physical connections.

### **7.2.3.2 Residential**

- a) *To create residential communities which compliment the existing built form elements that are intended to remain within the community, and incorporate the best community planning and urban design practices available while protecting, enhancing and integrating the area's natural heritage component of the natural heritage and open space system;*
- b) *To establish overall development densities that equal or exceed the density established by the Halton Urban Structure Plan and which are commensurate with the type and frequency of transit service planned for the area;*
- d) *To minimize travel time, traffic, greenhouse gases, servicing costs and energy costs through a variety of mechanisms, and particularly by providing an efficient land use arrangement and a mix of housing forms and tenures;*
- f) *To create varied and distinguishable residential neighbourhoods which provide a strong, identifiable sense of place for the residents;*
- g) *To provide for a variety of residential densities and unit types throughout the planning area, responding to the varied needs of the future population, while directing the highest densities and intensity of use to the Trafalgar Road Corridor in support of a broad range of services*

*including high frequency transit, shopping, personal services and community facilities.*

The proposed residential communities provide for a range and mix of unit types to suit families of different ages, incomes, and sizes. Furthermore, the proposed residential mix and design will provide visual variety, thereby creating a stronger sense of place and unique community character. The densities proposed support various forms of transportation and will aid in achieving healthy and complete communities.

#### **7.2.3.4 Urban Design**

- a) To provide integrated community design that coordinates land use, the natural heritage and open space system, the street network, and built form to reinforce the community vision;*
- b) To integrate important views and vistas of the natural heritage and open space system within community design;*
- c) To create an urban fabric characterized by a connected street system that is responsive to the natural heritage and open space system and existing land uses;*
- d) To promote building design variety that promotes an active, safe pedestrian realm within the streetscape;*
- e) To design street sections that promote a sense of scale and provide for pedestrian comfort;*
- g) To encourage mixed use development along strategic corridors and at neighbourhood centres.*
- h) To create retail and service commercial development that has a strong relationship to streetscapes and major pedestrian ways; and*
- j) To promote a variety of housing with diverse architecture.*

The design of the proposed development integrates and enhances the NHS features, creates a street system that responds to the NHS features while providing views and vistas. Buildings proposed will be diverse in scale, density and typology to provide visual variety in the streetscape, with a modified grid network to promote a safe and active pedestrian realm. The future development of the mixed-use *Activity Node* will provide for future commercial uses integrated into the urban design fabric.

#### **7.2.3.5 Transportation**

- a) To create a system of roads and transportation corridors which promotes the safe, efficient circulation of traffic including transit and non-vehicular traffic.*
- b) To establish an efficient and linked, safe pedestrian movement system (cycleways and*

- walkways) along with an appropriate distribution of land uses so that residents do not need to rely on the automobile to meet the recreational, shopping, and commuter needs of daily life;*
- f) To plan residential development and its road network so that residents are predominantly within a 400 metre walking distance of transit services;*
- g) To promote both local and higher order transit opportunities through land use arrangements, building orientation and streetscape design.*

The layout of the proposed development follows a modified grid street network to minimize travel time and support all forms of transportation. The proposed road, pedestrian circulation and transit facility plan (Figure 6) is consistent with Figure NOE4-Transportation Plan (Figure 7). The proposal promotes transit opportunities throughout the community, providing a potential future transit stop at the Neighbourhood 8 Activity Node, with connections to planned higher order transit along Dundas Street.

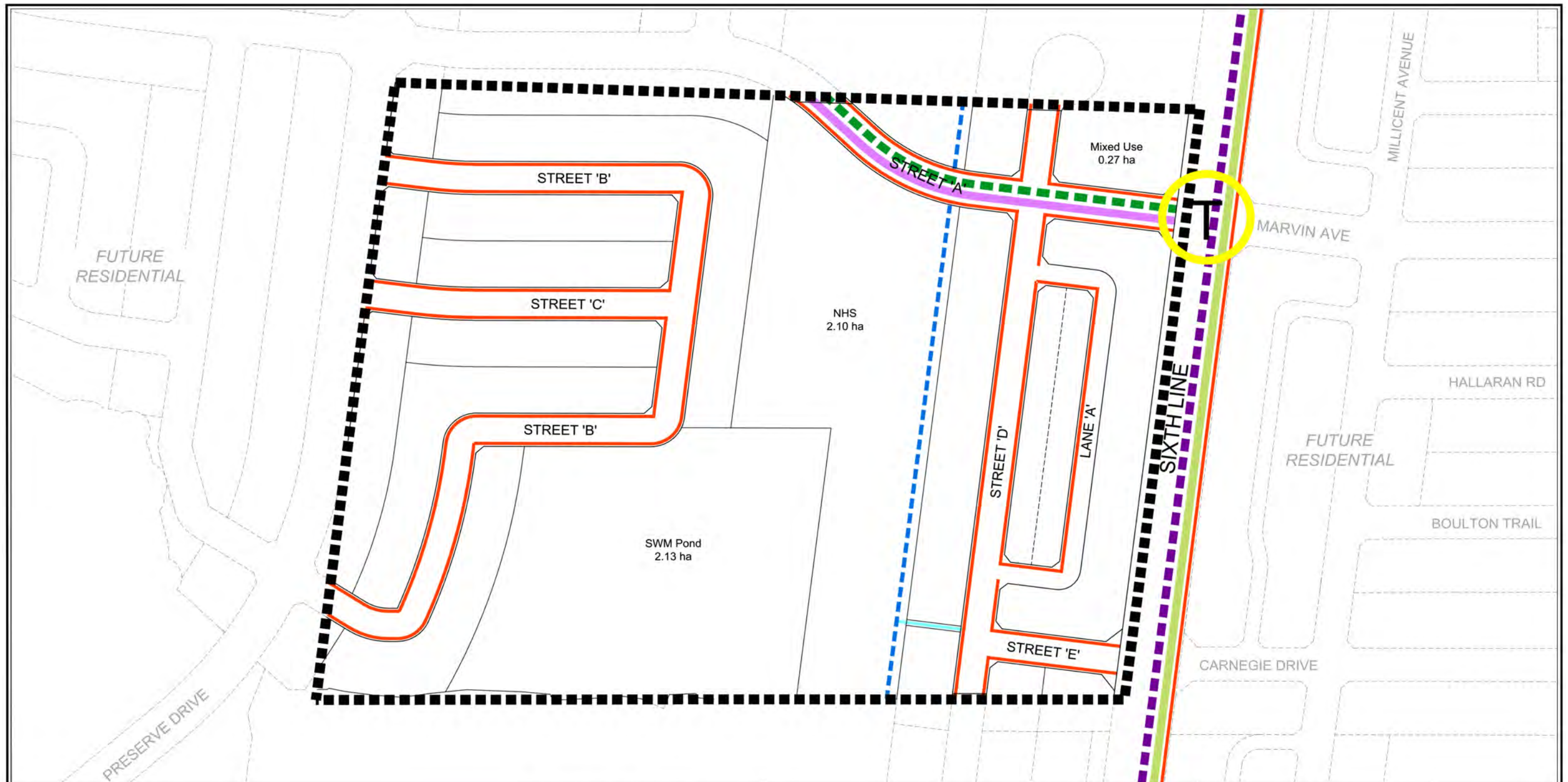
## **7.5 Community Design Strategy**

### **7.5.2 Master Plan**

- a) The North Oakville East Master Plan in Appendix 7.3 to the Official Plan is intended to illustrate graphically the design of the North Oakville East Planning Area and how the policies and Figures of the North Oakville East Secondary Plan are to be implemented. The spacing, function and design of intersections of Local Roads with Major Arterial/Transit Corridors (i.e. Regional arterials) shown on Appendix 7.3 have not been approved by the Region, and such intersections shown on Appendix 7.3 and on any subsequent area design plan, plan of subdivision, or other development plan, are subject to Regional approval.*

*The Town shall determine, after consultation with all affected landowners in the specific area, whether proposed plans of subdivision or other development plans for the affected lands are generally consistent with the Master Plan in Appendix 7.3. Where such plans are determined to be generally consistent with the Master Plan, development may be permitted to proceed without the preparation of an area design plan.*

The proposed development is consistent with the North Oakville East Master Plan, with the Neighbourhood Centre Area slightly expanded and Activity Node shifted as illustrated on the Neighbourhood 8 Area Design Plan (Figure 8).



**Legend**

- Sidewalks
- Walkways
- - - Bicycle Lane\*\*
- - - Signed Bike Route\*\*
- - - Major Trail System\*\*

- Secondary Transit Corridor Service\*
- Community Service\*
- T Potential Transit Stop Location

\* From Figure NOE4 - Transportation Plan - NOESP  
 \*\* From Figure 1 - North Oakville Trails Plan

**Argo West Morrison Creek**

**PEDESTRIAN CIRCULATION /  
TRANSIT FACILITY PLAN**

SCALE 1:2000

December 19, 2019

S:\Korsiak & Company\ARGO West Morrison\Pedestrian  
Circulation\Dec 19\Argo West Morrison - Pedestrian  
Circulation - Dec 19 19\_se.dwg



206-277 Lakeshore Road East  
Oakville, Ontario L6J 1H9  
T: 905-257-0227  
info@korsiak.com

**FIGURE 6  
PEDESTRIAN CIRCULATION / TRANSIT FACILITY PLAN**



FIGURE 8  
AREA DESIGN PLAN

**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 landowners in the North Oakville East and West Planning Areas through the Environmental Assessment process to determine the alignment of New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek. The road alignment illustrated on the schedules to this Plan is conceptual only and subject to the Environmental Assessment process. All alternatives identified through the Environmental Assessment process will be investigated in more detail prior to determining the final road and crossing alignment.



NOTE: Actual transit routing will be determined by Oakville Transit through periodic service updates.

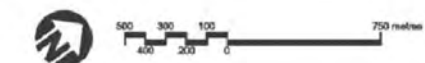
**LEGEND**

- |  |  |
|--|--|
| --- SECONDARY PLAN AREA BOUNDARY   | ■ BUSWAY CORRIDOR                                    |
| --- OAKVILLE/MILTON MUNICIPAL BOUNDARY                                   | --- MAJOR TRAIL SYSTEM                               |
| == PROVINCIAL FREEWAY  | Ⓣ TRANSIT TERMINAL                                   |
| == MAJOR ARTERIAL/TRANSIT CORRIDOR                                       | ■ NATURAL HERITAGE SYSTEM AREA                       |
| == MINOR ARTERIAL/TRANSIT CORRIDOR                                       | ** SUBJECT TO SECTIONS 7.4.7. 3 c viii & 7.4.14.3 d) |
| == AVENUE/TRANSIT CORRIDOR   | TRANSIT SERVICE CONCEPT                              |
| == CONNECTOR/TRANSIT CORRIDOR  | --- INTER-REGIONAL TRANSIT CORRIDOR SERVICE          |
| --- TRANSITWAY CORRIDOR  | --- PRIMARY TRANSIT CORRIDOR SERVICE                 |
| ● UNDERLYING LAND USE NOT DETERMINED<br>subject to Section 7.4.7.1(b)(i) | --- SECONDARY TRANSIT CORRIDOR SERVICE               |
|  | --- COMMUNITY SERVICE                                |

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

**FIGURE NOE 4**  
**Transportation Plan**

February 2008



**FIGURE 7**  
**NORTH OAKVILLE EAST TRANSPORTATION PLAN**

#### **7.5.4 General Design Directions**

- a) *All development, particularly in the Urban Core Areas, Neighborhood Centre and General Urban Areas, shall be designed to be compact, pedestrian and transit friendly in form. Mixed use development will be encouraged;*
- 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[...];*
- f) *Parks, neighbourhood activity nodes, and other civic areas will serve as central “meeting places” for residents, particularly within neighbourhoods and sub-neighbourhoods; and*
- 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.*

#### **7.5.6 Building Location**

- a) *Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a ‘sense of enclosure’ to the street. Generally, heights of buildings shall also be related to road widths to create a more comfortable pedestrian environment, so that the wider the road width, the higher the building height; and*
- b) *Buildings on corner lots at the intersections of Arterials, Avenues and Connector streets shall be sited and massed toward the intersection.*

#### **7.5.9 Landscape Design**

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

- b) *the creation of a human scale within new development;*
- c) *the enhancement of pedestrian comfort;*
- d) *the provision of features which contribute to the definition of public open space, framing of views and focal points, direction of pedestrian movement and demarcation of areas with*

*different functions; and,*

- e) landscape design that promotes the use of native species and enhancement of ecological stability and integrity.*

**7.5.10 Safe Community Design**

- b) provides for opportunities for visual overlook and ease of public access to adjacent streets, parks and other public areas;*
- c) results in clear, unobstructed views of parks, school grounds, and open spaces from adjacent streets; and,*
- e) results in the selection and siting of landscape elements in a manner which maintains views for safety and surveillance;*

**7.5.12 Neighbourhoods**

- a) Each neighbourhood will include 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 commercial facilities or similar uses will be encouraged to locate at the neighbourhood activity node;*
- b) Neighbourhoods shall be primarily residential in character, but will include mixed use development including commercial, institutional, live-work and civic facilities; and,*
- c) Within neighbourhoods, a range of lot sizes, building types, architectural styles and price levels shall be provided to accommodate diverse ages and incomes.*

The proposed development is designed to be consistent with the ‘Community Design Strategies’ of the NOESP as it follows the approximate configuration of Figure NOE1-Community Structure (Figure 9). As per the Area Design Plan previously discussed (Figure 8), the proposed relocation of the Neighbourhood 8 *Activity Node* from the intersection of Sixth Line and Carnegie Drive to the intersection of Sixth Line and Marvin Avenue/’Street A’ is logical as it intersects a designated minor arterial road and connector road, and is sited at transit corridors with a future bus stop. Additionally, the proposed mix-use building at the *Activity Node* will offer local amenities and commercial uses that complements the future live/work units in the node. By providing a compact built form, transit supportive densities, community gathering spaces, and variety in architectural design, the proposal offers safe and pedestrian-friendly environments with a unique sense of place.



**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 landowners in the North Oakville East and West Planning Areas through the Environmental Assessment process to determine the alignment of New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek. The road alignment illustrated on the schedules to this Plan is conceptual only and subject to the Environmental Assessment process. All alternatives identified through the Environmental Assessment process will be investigated in more detail prior to determining the final road and crossing alignment.



**LEGEND**

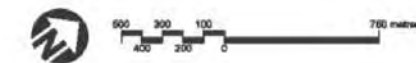
- SECONDARY PLAN AREA BOUNDARY
- OAKVILLE / MILTON MUNICIPAL BOUNDARY
- PROVINCIAL FREEWAY
- MAJOR ARTERIAL/TRANSIT CORRIDOR
- MINOR ARTERIAL/TRANSIT CORRIDOR
- AVENUE/TRANSIT CORRIDOR
- CONNECTOR/TRANSIT CORRIDOR
- TRANSITWAY
- UNDERLYING LAND USE NOT DETERMINED subject to Section 7.4.7.1(b)(i)
- FIVE MINUTE PEDESTRIAN SHED
- TEN MINUTE PEDESTRIAN SHED
- 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

**Town of Oakville**

North Oakville East of Sixteen Mile Creek Secondary Plan

**FIGURE NOE 1  
Community Structure**

February 2008



**FIGURE 9  
NORTH OAKVILLE EAST COMMUNITY STRUCTURE**

### **7.6.3 Natural Heritage System Area**

*a) Purpose*

*The Natural Heritage System 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 function of North Oakville. It will also contribute to the enhancement of air and water resources, and provide for limited, passive recreational needs.*

*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.*

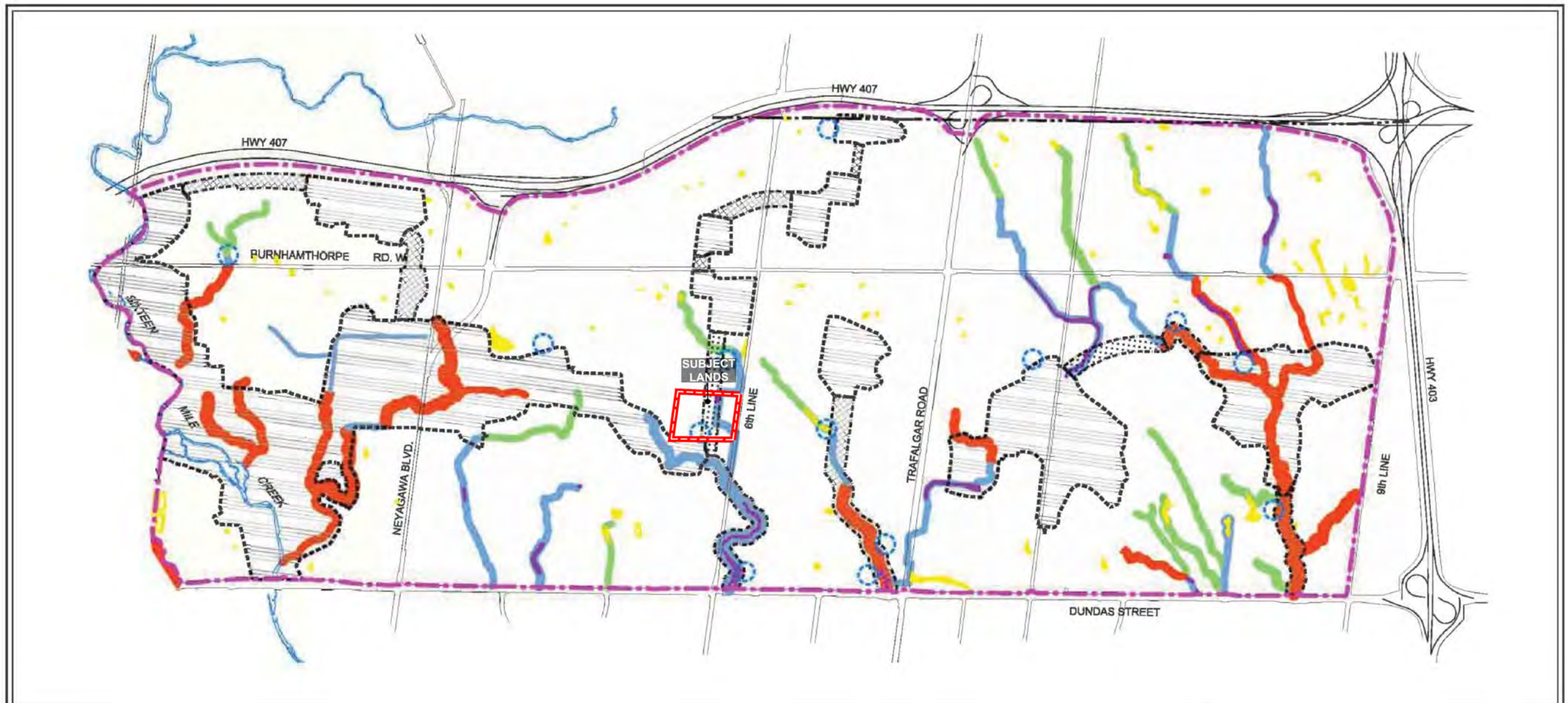
The subject lands include areas in Figure NOE3 - *Natural Heritage Component of the Natural Heritage and Open Space System including Other Hydrogeological Features (Figure 10)*. A small (0.04 ha) of the site along the southern lot line is within Core Area 5, as staked by Conservation Halton, and are identified on the Draft Plan of Subdivision. The NHS blocks ensure the functional role of 'Core Preserve Areas' and 'Optional Linkage Preserve Areas' for a medium constraint stream area as per the Environmental Impact Report, which are to remain undeveloped and protected. The planned multi-use trail along the NHS block provides for passive recreational needs to improve the quality of life within the community.

### **7.6.7 Neighbourhood Area**

*b) Land Use Policies*

*Each neighbourhood will be developed with a mix of development based on the following land use categories. The land use categories, Neighbourhood Centre, General Urban and Sub-urban, shall be represented in each neighbourhood, with the exception of Neighbourhood 14, generally in accordance with the percentages in Table 1 to this Secondary Plan.*

The Neighbourhood Area portion of the subject lands are identified as Neighbourhood Centre, Urban Area and Sub-Urban on the NOE Master Plan. The proposed development provides a mix of permitted building types permitted and is in general conformance with the percentages prescribed in Table 1.



**LEGEND**

- SECONDARY PLAN AREA BOUNDARY
- OAKVILLE / MILTON MUNICIPAL BOUNDARY
- CORE PRESERVE AREA
- CORE PRESERVE AREA
- LINKAGE PRESERVE AREA
- OPTIONAL LINKAGE PRESERVE AREA
- HIGH CONSTRAINT STREAM CORRIDORS
- MED. CONSTRAINT STREAM CORRIDORS

**OTHER HYDROLOGICAL FEATURES**

- LOW CONSTRAINT STREAM CORRIDORS
- HYDROLOGIC FEATURES "A"
- HYDROLOGIC FEATURES "B"

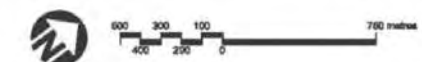
**STORMWATER MANAGEMENT FACILITY**

- CONCEPTUAL STORMWATER MANAGEMENT FACILITY LOCATIONS WHICH MAY ENCROACH IN NHS

**Town of Oakville**

North Oakville East of Sixteen Mile Creek Secondary Plan

**FIGURE NOE 3**  
*Natural Heritage Component of Natural Heritage and Open Space System including Other Hydrological Features*  
 February 2008



**FIGURE 10**  
**NORTH OAKVILLE EAST NATURAL HERITAGE SYSTEM**

### 7.6.7.1 Neighbourhood Centre Area

#### a) Purpose

*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 commercial and civic uses focused at a central neighbourhood activity node to serve neighbourhood residents.*

#### b) Permitted Uses, Buildings and Structures

- *The permitted uses shall be medium density residential, mixed use 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 or small scale uses including offices, medical clinic, workshops for artisans and artists studios.*
- *Permitted uses shall be primarily located in mixed use or medium density residential buildings. Both mixed use, single use buildings shall be permitted and this may include convenience commercial buildings in accordance with the provisions in Subsection c) 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 NOE 1.*

#### c) Land Use Policies

- *Mixed-use development will be focused at neighbourhood activity nodes, identified on Figure NOE 1, 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, convenience commercial facilities or similar uses will be encouraged to locate in these areas.*
- *A mix of uses shall be permitted at the following heights and densities:*
  - *Minimum density - FSI of 0.5 for mixed use;*
  - *Maximum density - FSI of 2 for mixed use;*
  - *Minimum density - 35 units per net hectare for residential;*
  - *Maximum density - 150 units per net hectare for residential;*
  - *Minimum height - 2 storeys; and*
  - *Maximum height - 6 storeys.*

Eighteen townhouse blocks are proposed within the Neighbourhood Centre Area, achieving a net density of 62.8 units per hectare (uph). A mixed-use block (Block 108) at the northwest quadrant of the relocated Neighbourhood 8 *Activity Node* will feature grade level commercial uses and a potential transit stop.

#### **7.6.7.2 General Urban Area**

- b) *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:*
    - i. *Minimum density - 25 units per net hectare;*
    - ii. *Maximum density - 75 units per net hectare; and,*
    - iii. *Maximum height - 3 storeys.*

A single detached dwelling is proposed in the General Urban Area, achieving a net density of 33.3 uph, complying with the prescribed land use policies.

#### **7.6.7.3 Sub-urban Area**

- b) *The permitted uses shall be low density residential uses and home occupation and home business uses.*
- c) *Land Use Policies*
  - *Residential uses, which shall primarily consist of single, semi-detached and duplex residences, shall be permitted at the following heights and densities:*
    - *Minimum density – 15 units per net hectare;*
    - *Maximum density – 35 units per net hectare; and,*
    - *Maximum height – 3 storeys*

Single detached dwellings are proposed within the Sub-Urban Area, achieving a net density of 29.9 uph, as permitted in the NOESP. A Density Plan illustrates the proposed densities (*Appendix VI*).

#### **7.9.2 Growth Management Strategy - Phasing**

- c) *Unphased Development*

*Development in Employment, Transitional and Urban Core Area designations, as well as development specifically based on the principle of sustainable development in conformity with Section 7.4.4 of this Plan, and the development of parkland, shall be permitted without reference to any phasing policies subject to the availability of suitable urban infrastructure such as water, wastewater collection and treatment facilities, fire and ambulance protection and transportation.... In addition, development in the Neighbourhood Area designation in Neighbourhoods 8 and 9, or Neighbourhoods 6 and 7, or Neighbourhoods 9, 10 and 11, shall be permitted without reference to any phasing policies, subject to the availability of suitable urban infrastructure, provided that as a condition of development:*

- i) municipal sewer and water services are extended to the lands in the Employment Area designation to permit the development of a plan of subdivision with a minimum gross area of 25 hectares, which is draft plan approved, and which the Town is satisfied can be registered provided services are made available;*

*d) Residential Development Phases*

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

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

*e) Phasing Requirements*

*Prior to the commencement of development of each residential phase:*

- i) Any financial and other requirements of the Town and the Regional Municipality of Halton, pursuant to all applicable legislation, shall be satisfied; and,*
- ii) 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.*

As shown on Figure 9 – NOE Community Structure, the subject lands east of the channel are within Neighbourhood 8, which are allowed to proceed as it satisfies Policy 7.9.2 c) for unphased development. The lands west of the channel are in Neighbourhood 10 (i.e., NOE Phas2). At the time of writing this report, approximately 70% of the gross developable lands in the Phase NOE1 ‘Neighbourhood Areas’ are

within registered plans of subdivision. As the Regional 2020 Servicing Allocation Program was approved by Regional Council in November 2019, Allocation Agreements are anticipated to be executed in Q2 2020, facilitating registration of draft plans of subdivision within Phase NOE1, achieving the 75% threshold.

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

- The proposal is consistent with the 'Community Design Strategies' of the NOESP as it follows the approximate configuration of Figure NOE1-Community Structure;
- The proposal conforms to the policies of the Neighbourhood 8 and 10 Areas with land use categories for Neighbourhood Centre, General Urban, and Sub-Urban;
- The proposal provides a SWM Facility / Pond in accordance to the directions of the North Oakville Creeks Watershed Study;
- The proposal conforms to the policies of the Natural Heritage System designation by providing an optional linkage preserve areas to ensure its functional role between Core Preserve areas;
- The proposed development is consistent with the North Oakville East Master Plan as per the Area Design Plan with a shift of the neighbourhood *Activity Node* where Transit Corridors intersect;
- The proposed development achieves the objectives of the Neighbourhood Centre Area category by providing townhouses and a mixed-use block that achieves the minimum and maximum height and density targets, which are supportive of the local transit corridor;
- The proposed development achieves the objectives of the General Urban Area category by providing a variety of townhouses and single detached dwellings that comply with height and density requirements;
- The proposed development achieves the objectives of the Sub-urban Area category by providing larger single detached dwellings that comply with the density and height requirements; and,
- The proposed development will conform to the Phasing Plan set out in the NOESP.

## 4.0 PUBLIC INFORMATION MEETING

A Public Information Meeting for the proposal was held on December 16, 2019 at the Town Hall, which was not attended by any residents. Furthermore, no comments written or verbal have been received by staff or council to our knowledge in relation to the proposed development.

## 5.0 ZONING

### Existing Zoning

The subject lands are currently zoned Existing Development (ED) (Figure 11). 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.

### Proposed Zoning

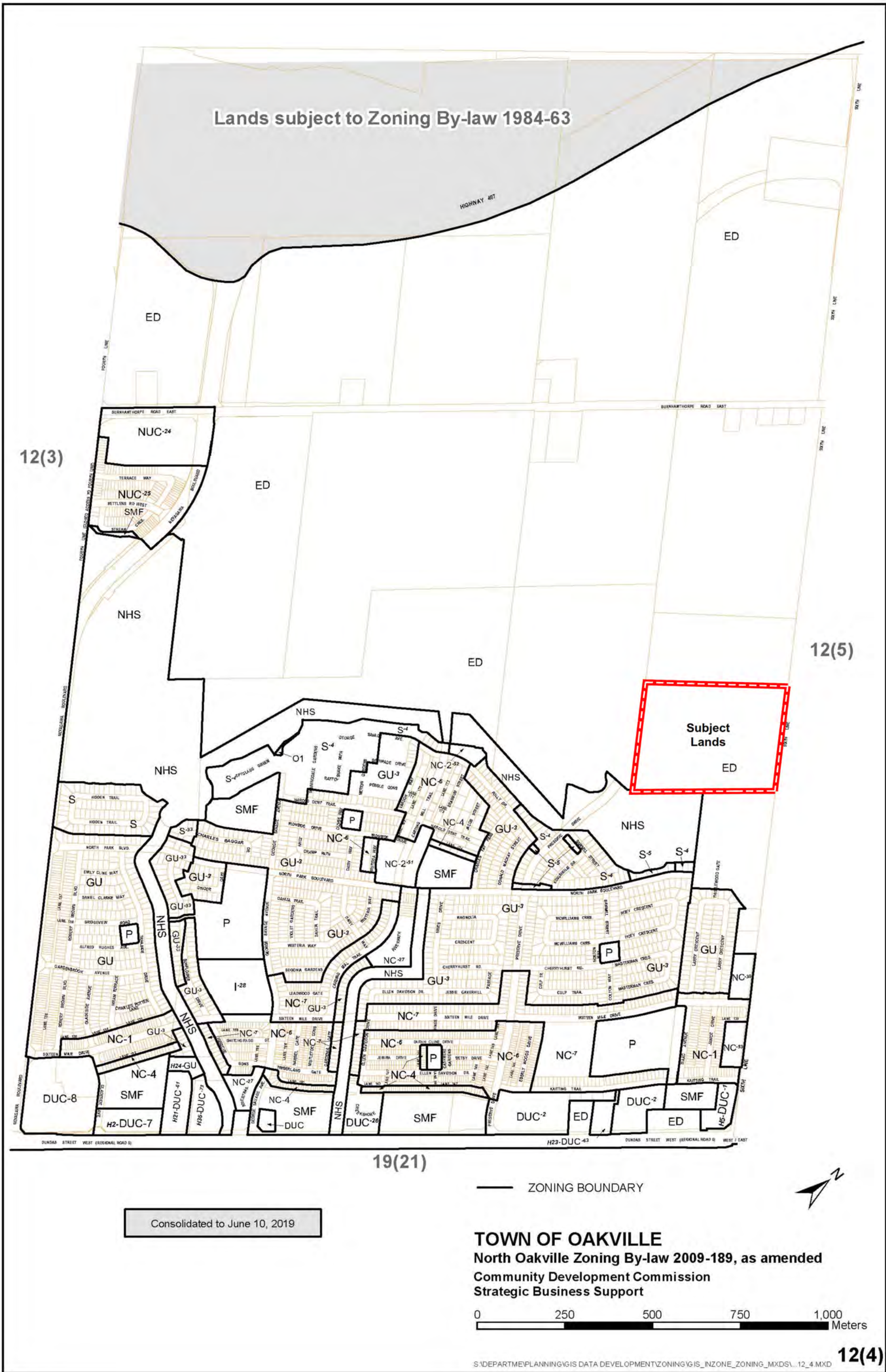
The proposal seeks to rezone the subject lands to site-specific Neighbourhood Centre (NC sp:xx), General Urban (GU sp:xx); Suburban (S sp:xx), Stormwater Management Facility (SMF), and Natural Heritage System (NHS) zones. The draft amending zoning by-law is appended to this as *Appendix V*.

## 6.0 PLANNING OPINION

The proposed Draft Plan of Subdivision and Zoning By-law Amendment are justified and represent good planning for the following reasons:

1. The proposal is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe, Region of Halton Official Plan, Livable Oakville Plan, and North Oakville East Secondary Plan (NOESP);
2. The proposed mix of land uses are consistent with the land use categories of the North Oakville East Master Plan, OPA 15 and OPA 321;
3. The proposed development provides a density and road fabric that is supportive of transit use and active transportation;
4. The proposed development will provide a mix and range of unit types and sizes to support families of different sizes, ages and incomes;
5. The highly interconnected modified grid road pattern will establish an efficient and safe pedestrian movement system via sidewalks, walkways, and trails;
6. The proposal extends the Natural Heritage System through the site with Linkage Preserve Areas that enable the functional role of the NHS System, which is to be conveyed to the Town; and
7. The proposed development conforms to the phasing policies of the NOESP.





Lands subject to Zoning By-law 1984-63

12(3)

12(5)

19(21)

Subject Lands

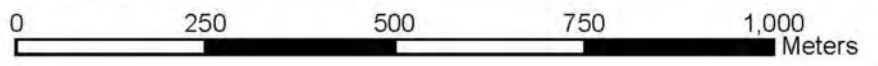
ED

Consolidated to June 10, 2019

— ZONING BOUNDARY



**TOWN OF OAKVILLE**  
 North Oakville Zoning By-law 2009-189, as amended  
 Community Development Commission  
 Strategic Business Support



S:\DEPARTMENT\PLANNING\GIS DATA DEVELOPMENT\ZONING\GIS\_INZONE\_ZONING\_MXDS\12\_4.MXD

12(4)

**FIGURE 11**  
**EXISTING ZONING**

Respectfully submitted,

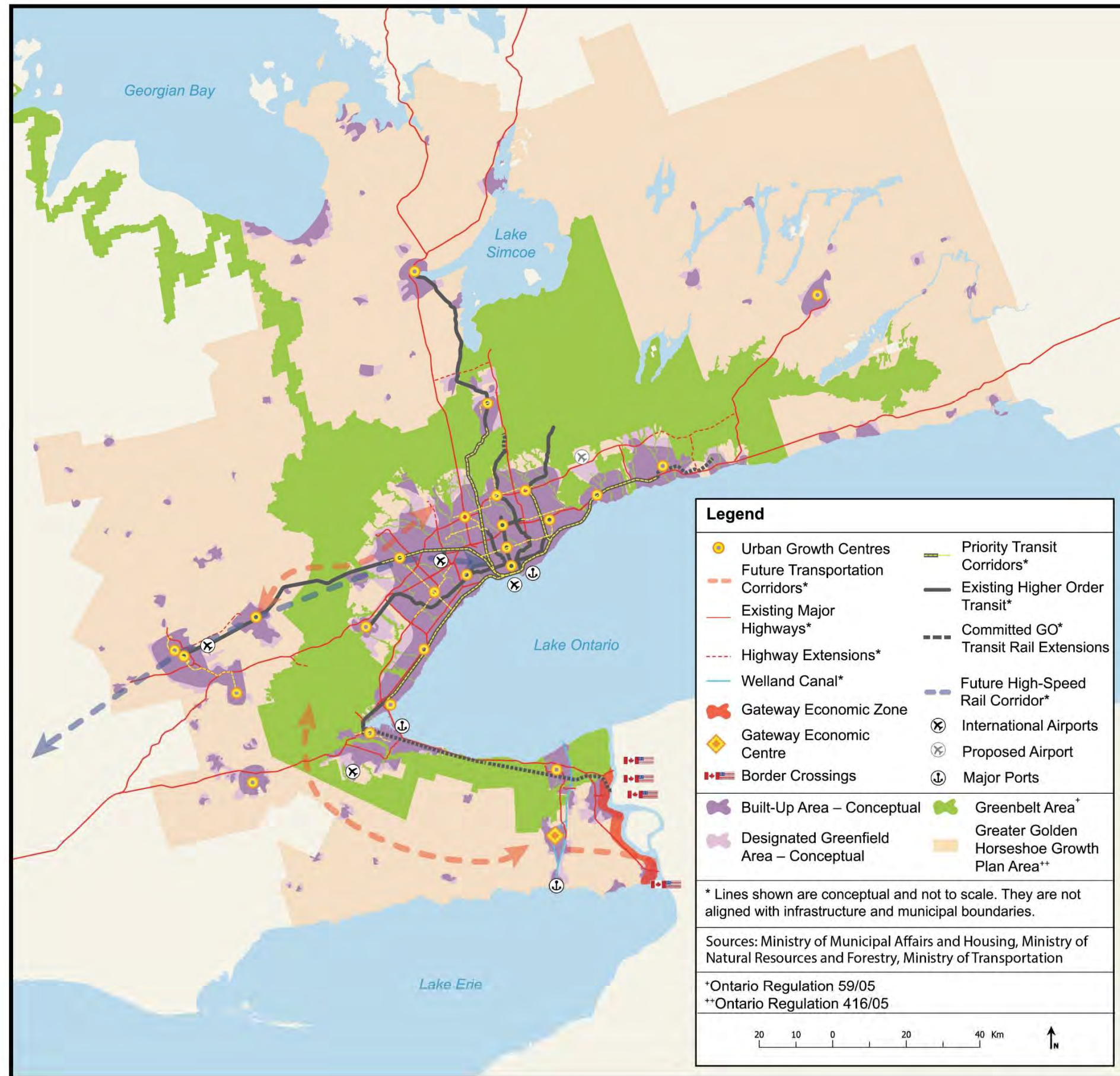
**KORSIAK URBAN PLANNING**



Jacob Kaven, MES, RPP



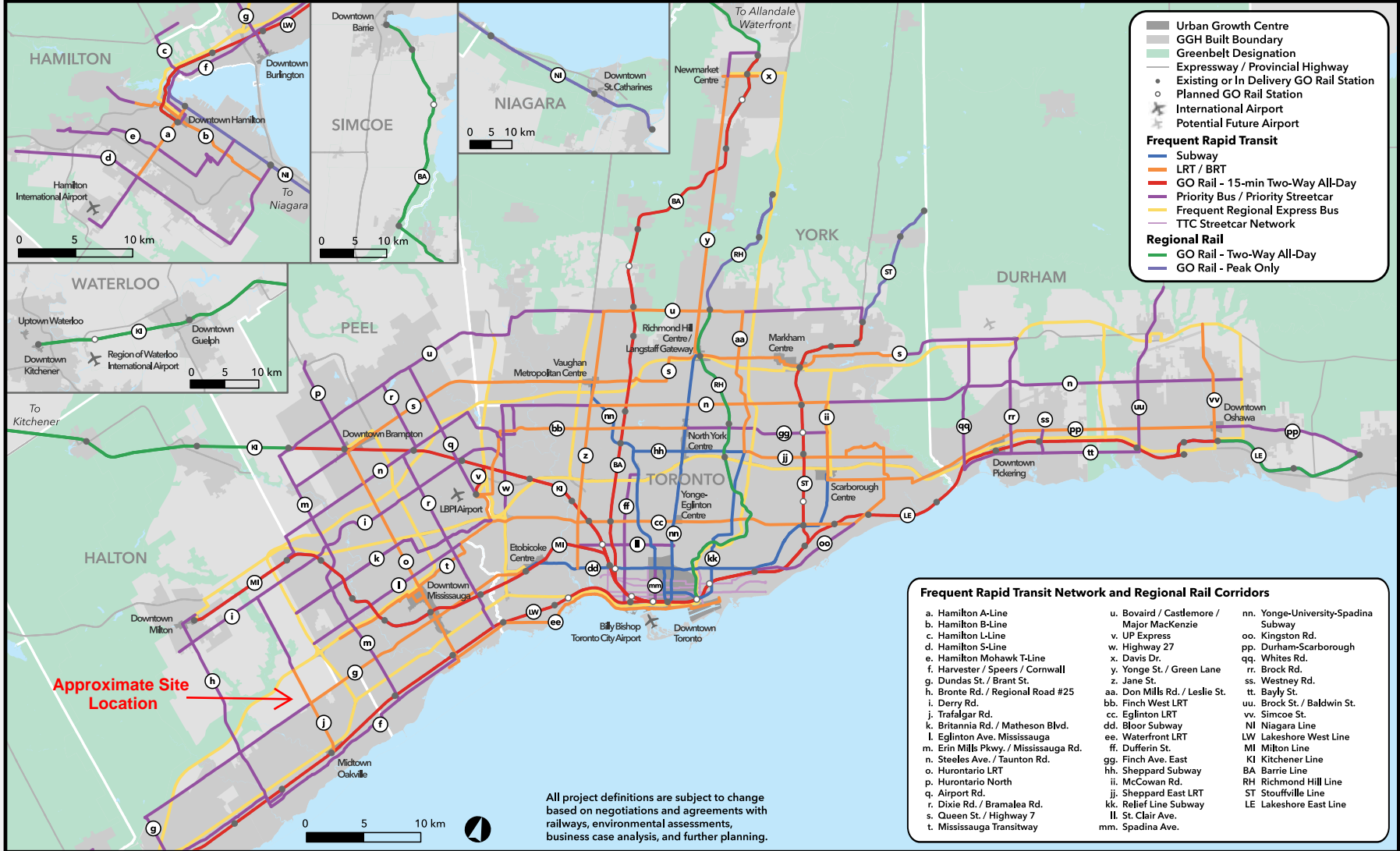
Wayne Coutinho, MPI, BSc Env.



SCHEDULE 2  
A Place to Grow Concept

Note: The information displayed on this map is not to scale, does not accurately reflect approved land-use and planning boundaries, and may be out of date. For more information on precise boundaries, the appropriate municipality should be consulted. For more information on Greenbelt Area boundaries, the Greenbelt Plan should be consulted. The Province of Ontario assumes no responsibility or liability for any consequences of any use made of this map.

Map 6: Complete 2041 Frequent Rapid Transit Network



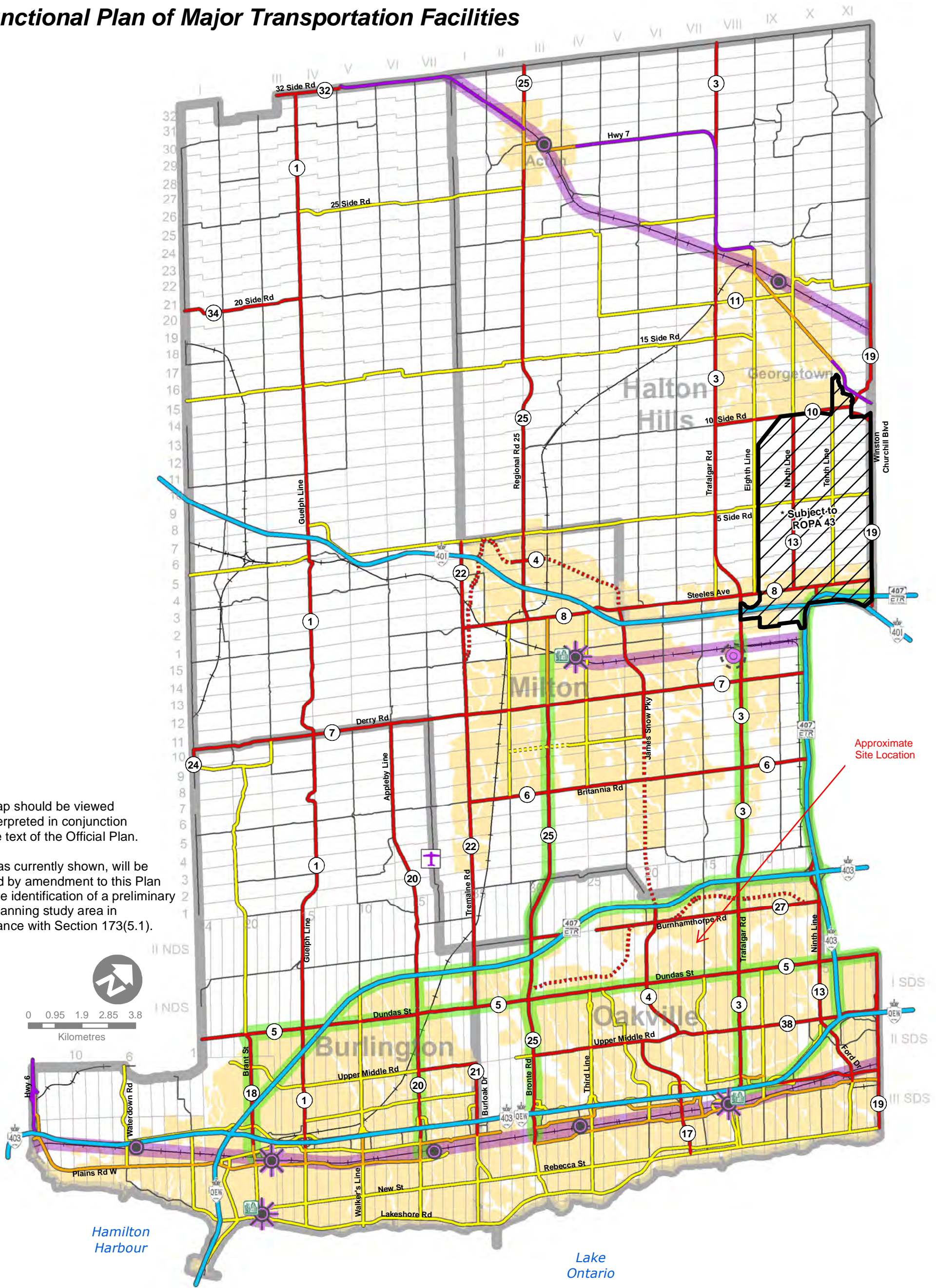
- Urban Growth Centre
  - GGH Built Boundary
  - Greenbelt Designation
  - Expressway / Provincial Highway
  - Existing or In Delivery GO Rail Station
  - Planned GO Rail Station
  - ✈ International Airport
  - ★ Potential Future Airport
- Frequent Rapid Transit**
- Subway
  - LRT / BRT
  - GO Rail - 15-min Two-Way All-Day
  - Priority Bus / Priority Streetcar
  - Frequent Regional Express Bus
  - TTC Streetcar Network
- Regional Rail**
- GO Rail - Two-Way All-Day
  - GO Rail - Peak Only

**Frequent Rapid Transit Network and Regional Rail Corridors**

a. Hamilton A-Line	u. Bovaird / Castlemore / Major MacKenzie	nn. Yonge-University-Spadina Subway
b. Hamilton B-Line	v. UP Express	oo. Kingston Rd.
c. Hamilton L-Line	w. Highway 27	pp. Durham-Scarborough
d. Hamilton S-Line	x. Davis Dr.	qq. Whites Rd.
e. Hamilton Mohawk T-Line	y. Yonge St. / Green Lane	rr. Brock Rd.
f. Harvester / Speers / Cornwall	z. Jane St.	ss. Westney Rd.
g. Dundas St. / Brant St.	aa. Don Mills Rd. / Leslie St.	tt. Bayly St.
h. Bronte Rd. / Regional Road #25	bb. Finch West LRT	uu. Brock St. / Baldwin St.
i. Derry Rd.	cc. Eglinton LRT	vv. Simcoe St.
j. Trafalgar Rd.	dd. Bloor Subway	ni. Niagara Line
k. Britannia Rd. / Matheson Blvd.	ee. Waterfront LRT	lw. Lakeshore West Line
l. Eglinton Ave. Mississauga	ff. Dufferin St.	ml. Milton Line
m. Erin Mills Pkwy. / Mississauga Rd.	gg. Finch Ave. East	ki. Kitchener Line
n. Steeles Ave. / Taunton Rd.	hh. Sheppard Subway	ba. Barrie Line
o. Hurontario LRT	ii. McCowan Rd.	rh. Richmond Hill Line
p. Hurontario North	jj. Sheppard East LRT	st. Stouffville Line
q. Airport Rd.	kk. Relief Line Subway	le. Lakeshore East Line
r. Dixie Rd. / Bramalea Rd.	ll. St. Clair Ave.	
s. Queen St. / Highway 7	mm. Spadina Ave.	
t. Mississauga Transitway		

All project definitions are subject to change based on negotiations and agreements with railways, environmental assessments, business case analysis, and further planning.

# Map 3 Functional Plan of Major Transportation Facilities



This map should be viewed and interpreted in conjunction with the text of the Official Plan.

Map 3 as currently shown, will be updated by amendment to this Plan upon the identification of a preliminary route planning study area in accordance with Section 173(5.1).



0 0.95 1.9 2.85 3.8  
Kilometres

10 6 1

II NDS  
I NDS

I SDS  
II SDS  
III SDS

Hamilton Harbour

Lake Ontario

- Urban Growth Centre
- Mobility Hub
- Major Transit Station
- Proposed Major Transit Station
- Airport

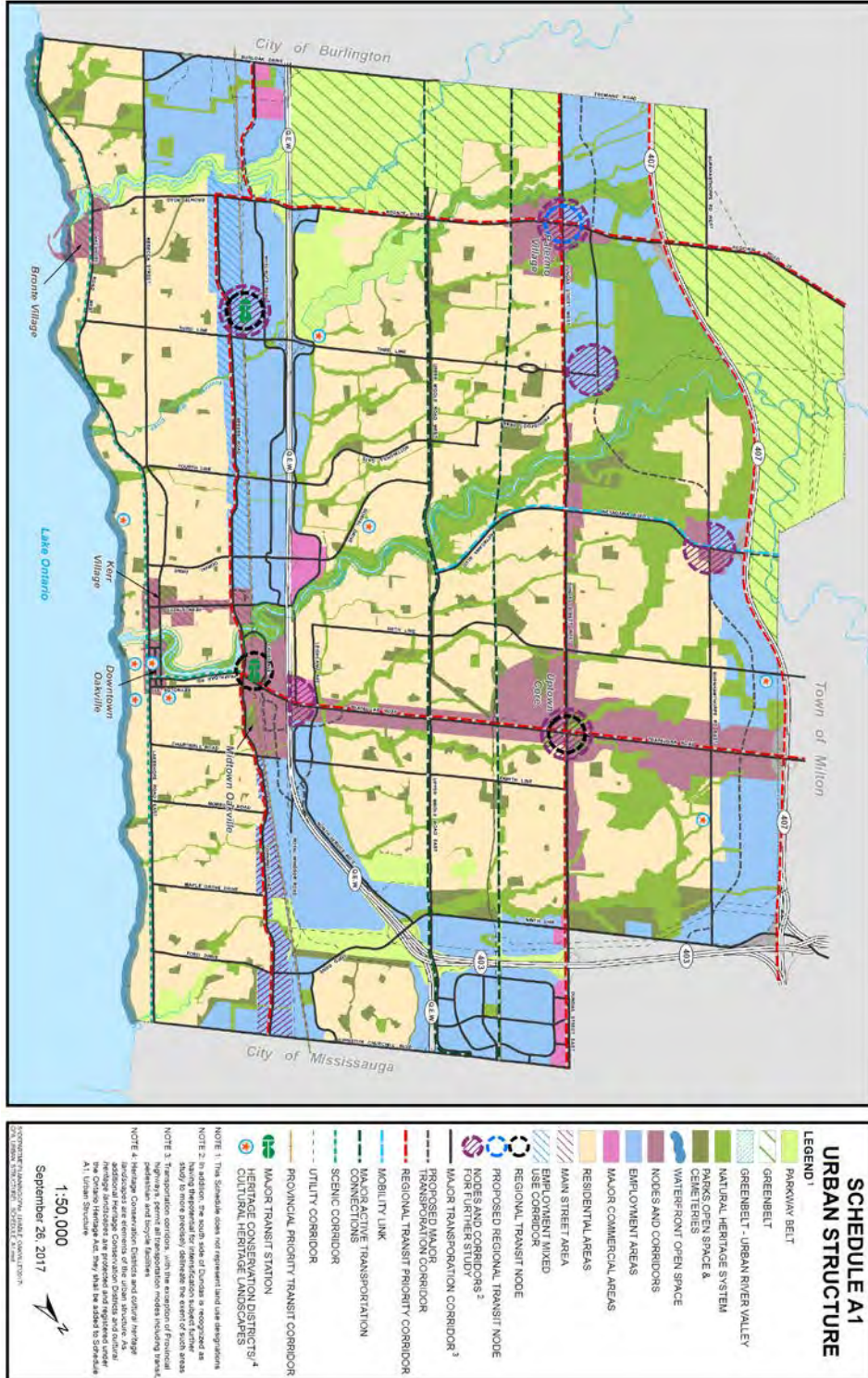
- Rail Line
- Major Road
- Lot and Concession Line
- Municipal Boundary

- Provincial Highway
- Major Arterial
- Multi-Purpose Arterial
- Minor Arterial
- Provincial Freeway
- Proposed Major Arterial
- Proposed Minor Arterial
- Urban Area
- Higher Order Transit Corridor
- Commuter Rail Corridor
- HPBATS / GTA West Corridor Protection Area

Under Appeal - See OMB Case No. PL 140744

Note: Map 3 as currently shown, will be updated by amendment to this Plan, upon completion of the Transportation Master Plan undertaken to meet travel demands to the year 2031.

**APPENDIX C**  
**Changes to Schedules of the Livable Oakville Plan**





**THE CORPORATION OF THE TOWN OF OAKVILLE**

**BY-LAW NUMBER 2020-XXX**

A by-law to amend the North Oakville Zoning By-law 2009-189 to permit the use of lands described as Part of Lot 16, Concession 1, N.D.S., Town of Oakville (ARGO (West Morrison Creek) Limited, File No.Z.XXXX.XX)

**COUNCIL ENACTS AS FOLLOWS:**

1. Map 12(4) of By-law 2009-189 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.\* , 8.\*\* , 8.\*\*\* , and 8.\*\*\*\*as follows:

<b>8.*</b>	<b>Part of Lot 16, Concession 1, NDS</b> (ARGO (West Morrison Creek) Limited))	Parent Zone: NC-2
Map 12(4)		(2020-XXX)
<b>8.*.1 Zone Regulations for All Lands</b>		
The following regulations apply to all <i>buildings</i> :		
a)	Any podium, stepped back, or terraced portions of a <i>building</i> are permitted below the minimum <i>height</i>	
b)	Maximum <i>height</i> of a <i>mixed use building</i>	6 storeys
c)	Designated residential visitor <i>parking spaces</i> may be counted toward non-residential <i>parking spaces</i> and may be provided in any combination.	

<b>8.**</b>	<b>Part of Lot 16, Concession 1, NDS</b> (ARGO (West Morrison Creek) Limited))	Parent Zone: NC
Map 12(4)		(2020-XXX)
<b>8.**.1 Additional Permitted Building Type</b>		
a)	<i>Stacked Townhouse Dwelling</i> including each <i>dwelling unit</i> having an independent entrance.	

8.**.2 Zone Regulations for All Lands		
The following regulations apply to all <i>buildings</i> :		
a)	Section 4.17.1 i) shall not apply.	
b)	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.	3.7 m
c)	Notwithstanding Section 4.27, a <i>porch</i> 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.	
d)	Notwithstanding Section 4.27, for <i>corner lots</i> , 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 may encroach into the required depth.	
e)	Any podium, stepped back, or terraced portions of a <i>building</i> are permitted below the minimum <i>height</i>	

8.***	Part of Lot 16, Concession 1, NDS (ARGO (West Morrison Creek) Limited))	Parent Zone: GU
Map 12(4)		(2020-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 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.	3.7 m
b)	Notwithstanding Section 4.27, for <i>corner lots</i> , 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 may encroach into the required depth.	



c)	Notwithstanding Section 4.27, a <i>porch</i> 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.	
e)	Notwithstanding the minimum <i>rear setback yard</i> in Section 7.7.2, the minimum <i>rear yard setback</i> for a <i>single detached dwelling street access attached private garage</i>	6.0 m
f)	Notwithstanding Table 7.7.2, a two storey addition may project into the rear yard with a minimum setback of 4.5 metres for a maximum of 45% of the dwelling width measured at the rear of the main building.	

8.****	<b>Part of Lot 16, Concession 1, NDS</b>		Parent Zone: S
Map 12(4)	(ARGO (West Morrison Creek) Limited))		(2020-xxx)
<b>8.****.1 Zone Regulations for All Lands</b>			
The following regulations apply to all lands identified as subject to this special provision:			
a)	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.		3.7 m
b)	Notwithstanding Section 4.27, for <i>corner lots</i> or lots abutting the Stormwater Management Facility (SWF), 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 may encroach into the required depth.		
c)	Notwithstanding Section 4.27, a <i>porch</i> 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.		
e)	Notwithstanding the minimum <i>rear setback yard</i> in Section 7.7.2, the minimum <i>rear yard setback</i> for a <i>single detached dwelling street access attached private garage</i>	6.0 m	
f)	Notwithstanding Table 7.7.2, a two storey addition may project into the rear yard with a minimum setback of 4.5 metres for a maximum of 45% of the dwelling width measured at the rear of the main building.		

3. 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 XX<sup>th</sup> day of \_\_\_\_\_, 2020


\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

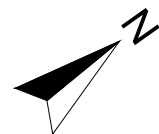
Schedule "A" To 2020 - \*\*\*



**AMENDMENT TO BY-LAW 2009-189**

-  Re-zoned From: Existing Development (ED) to Neighbourhood Centre Performance Zone Z (NC-2 sp: xx); Neighbourhood Centre (NC sp: xx); General Urban (GU sp: xx); Sub-Urban (S sp: xx); Natural Heritage System (NHS); and Storm Water Management Facility (SMF).

EXCERPT FROM MAP  
12 (4)



1:3000

**DENSITY PLAN**  
Argo (West Morrison Creek) Limited

PART OF LOT 16  
CONCESSION 1, NORTH OF DUNDAS STREET

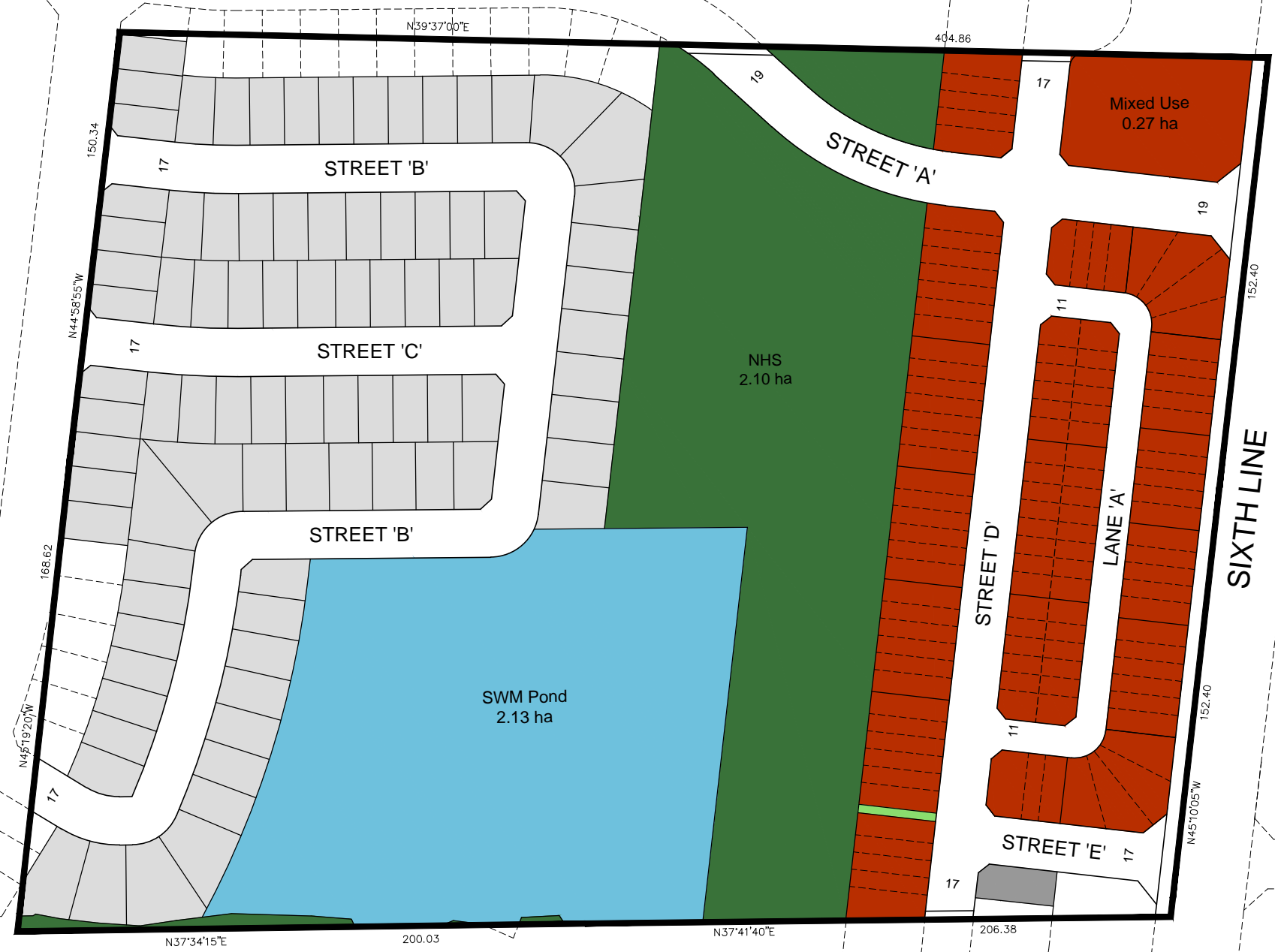
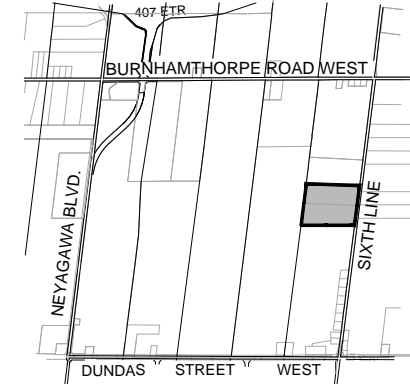
GEOGRAPHIC TOWNSHIP OF TRAFALGAR  
NOW IN THE  
TOWN OF OAKVILLE  
REGIONAL MUNICIPALITY OF HALTON

KEY MAP

N.T.S.



SUBJECT PROPERTY



Land Use Category	Number of Units	Area (ha)	Net Density (UPH)
Sub Urban (15 - 35 UPH)	88	2.94	29.9
General Urban (25 - 75 UPH)	1	0.03	33.3
Neighbourhood Centre* (35 - 150 UPH)	118	1.88	62.8
<b>TOTAL</b>	<b>207</b>	<b>4.85</b>	<b>42.7</b>

\*Mixed Use block not included in Neighbourhood Centre Unit and Area Totals

- NEIGHBOURHOOD CENTRE
- GENERAL URBAN
- SUB URBAN



SCALE 1:2000  
December 20, 2019



206-277 Lakeshore Road East  
Oakville, Ontario L6J 1H9  
T: 905-257-0227  
info@korsiak.com