

PLANNING JUSTIFICATION REPORT

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

Lower Fourth Limited & Pendent Developments Limited.

**Part of Lot 17, 18 & 19, Concession 1, North of Dundas Street
Town of Oakville**

September 2019

**Prepared for:
Lower Fourth Limited & Pendent Developments
Limited.**

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1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Lower Fourth Limited & Pendent Developments 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 development of lands located on the north side of Dundas Street West and south of Burnhamthorpe Road West, between Neyagawa Boulevard & Sixth Line (*Figure 1 – Aerial Photo*), legally referred to as Part of Lots 17-19, Concession 1. Lower Fourth Limited & Pendent Developments Limited has retained the assistance of additional specialized consultants. The following plans and reports have been prepared separately in support of the proposed Zoning By-law Amendment and Draft Plan of Subdivision applications:

- Pedestrian Circulation and Transit Facilities Plan – Korsiak Urban Planning
- On-street Parking Plan – Korsiak Urban Planning
- Urban Design Brief – NAK Design Strategies
- Tree Canopy Cover Plan – NAK Design Strategies
- Transportation Impact Analysis – CGH Transportation
- Archaeological Assessment Clearance – ASI
- Functional Servicing Report – Stonybrook Consulting Inc.
- Noise Study – HGC Engineering
- Planning Statistics Spreadsheet – Korsiak Urban Planning

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, and institutional uses. The report evaluates its merits in the context of the related planning policies in the Provincial Policy Statement, the Provincial Growth Plan, the Region of Halton, Livable Oakville Plan and North Oakville East Secondary Plan (NOESP).

1.2 SITE DESCRIPTION AND CONTEXT

The subject lands are located on the north side of Dundas Street West and south of Burnhamthorpe Road West, east of Neyagawa Boulevard and west of Sixth Line (*Figure 1 – Aerial Photo*). The subject lands are



Figure □
 Aerial Photo

irregular in shape with a total site area of 43.4 hectares. Formerly, the subject lands were agricultural in use and are now vacant.

The subject lands are part of the North Oakville East Secondary Plan (NOESP) and are planned for residential uses, schools, and transit. Immediately north of the site are vacant lands for future development followed by Burnhamthorpe Road West, and Highway 407. Further to the northwest, beyond Neyagawa Boulevard, is the King’s Christian Collegiate (a private secondary school) and a residential neighbourhood consisting of semi-detached and townhouse dwellings. The subject lands are bound by Natural Heritage System (NHS) lands to the south followed by the Mattamy Preserve Phase 1, Phase 2, and Phase 3 registered residential subdivisions that contain a range of single detached, townhouse, and future mid rise apartment dwellings. These developments also include two parks (Isaac and George Savage), two parkettes (Horton and Kaitting House), two elementary schools (St. Gregory the Great Catholic Elementary School and Oodenawi Public School), commercial uses (Pit Stop Mart, Julia’s Joyful Kitchen, Preserve Health Centre etc.), and three stormwater management (SWM) ponds. Further south, beyond Dundas Street West, are low/medium density residential neighbourhoods in the form of single detached and townhouse dwellings. To the south west, beyond the Mattamy Preserve Phases development, are additional low/medium density residential uses in the form of single detached and townhouse dwellings and two commercial plazas. To the east are vacant lands for future development and Sixth Line. Beyond Sixth Line are the draft approved Sixth Line Corporation and EMGO Phase 1 residential subdivisions planned for a range of low/medium density residential, institutional, and open space uses. Further to the southeast are several existing single detached dwellings, the Munn’s United Church, and a cemetery located south of Dundas Street East. Immediately west of the site are the Neyagawa Woods followed by Neyagawa Boulevard, Oakville Fire Station 9, and the Sixteen Mile Sports Complex.

The subject lands are served by the 5 and 5A bus routes, which depart/terminate at the Oakville GO Station and Dundas/407 Carpool lot, making public transit a feasible option for both local and regional commuters.

2.0 PROPOSED DEVELOPMENT

Lower Fourth Limited & Pendent Developments Limited is proposing to develop the subject lands with residential and institutional uses consistent with the NOESP. The proposed development will consist of

390 dwelling units in the form of single detached and townhouse units, a partial school block, and two NHS blocks (*Figure 2- Draft Plan of Subdivision*). Access to the development will be gained through Preserve Drive and Carding Mill Trail which connect directly to Dundas Street West and with future planned connections to Burnhamthorpe Road West. Additional accesses to surrounding residential subdivisions are proposed per the NOESP. The density is highest along Preserve Drive where townhouses are proposed. Two NHS blocks of a combined size of 20.5 hectares are proposed along the southern border of the site and will connect to the NHS blocks provided in Mattamy Preserve Phase 3. One vista and two open space blocks are proposed along the NHS to provide residents with passive recreational areas to enjoy views into the NHS. Furthermore, a 6-metre wide walkway is proposed at the northern border of the site to provide a direct connection to the future 4.1 hectare park in a future subdivision. A 0.98 hectare partial school block is proposed and will be combined with a future public elementary school block to the north.

As the subject lands are currently zoned Existing Development, 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:

Section 1.1.1 states:

Healthy, livable and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*



Figure □
 Draft Plan of Subdivision

- 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.*

The proposed development is consistent with Section 1.1.1 of the PPS by providing a mix of residential and institutional uses, and promoting cost effective and efficient development patterns by connecting to the existing subdivision to the south to facilitate the creation of 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;*
 - 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 conforms to the ‘Settlement Areas’ policies as the location of the development 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. Furthermore, the proposed

development establishes a range of densities, is compact in form, and introduces institutional uses within walking distance of the proposed development. 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 Bus Rapid Transit (BRT).

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; and*

The proposed development is consistent with the aforementioned policies of the PPS for several reasons. The proposed development provides a range and mix of housing types that are compact in form and efficiently uses 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 Bus Rapid Transit (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 proposed development is consistent with the ‘Public Spaces, Recreation, Parks, Trails and Open Space’ policies by providing a connected pedestrian network and walkway to the future park. The proposed development recognizes and protects the NHS through the creation of NHS blocks with appropriate buffers and neighbouring land uses such as the multi-use trail.

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 planning authorities’ achievement of 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;

[...]

The proposed development is consistent with these policies as it proposes a compact built form with a variety of land uses including residential, and institutional. Furthermore, the high connectivity of the proposed modified grid road pattern promotes active transportation and the use of transit.

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 proposed development is consistent with the Provincial mandate as set out in the Provincial Policy Statement for the following reasons:

- The proposed development provides a mix and range of densities and uses within a residential community;
- The proposal provides cost effective development that minimizes land consumption and servicing costs;
- The proposal provides new development and growth within the Settlement Area;
- The proposed development provides NHS blocks, vistas, and walkways to support the achievement of healthy and active communities;

- The proposal makes use of land that is located in a transit supportive location and will promote active transportation; and,
- The proposed development recognizes and protects the NHS.

3.2 A PLACE TO GROW: THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE REGION

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 achieves the Guiding Principles of the Growth Plan for several reasons. First, the proposed development is designed to support and accommodate both active transportation and transit services as it follows a modified grid network that provides access to several services and amenities, and provides transit-supportive densities. By providing a mix and range of low and medium density residential uses, the proposed development makes efficient use of land and infrastructure and serves various sizes, incomes, and ages of households. The proposed development is located adjacent to a future neighbourhood park and includes a partial school block, thereby integrating public service.

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 public services facilities, and municipal water and wastewater systems. The development provides a mix and range of housing options including townhouses and single detached dwellings of varying sizes. The overall design of the development will provide a mix and range of uses and expands convenient access to services, facilities, and transit to 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 proposed development includes townhouse dwellings and various sizes of single detached lots to provide a mix of unit sizes and dwelling types that 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. Furthermore, the proposed development helps to achieve the minimum density target by providing approximately 94 residents per hectare, as calculated using the persons per unit assumptions from the Region of Halton 2017 Development Charges Background Study.

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

- The subject property is located within a Settlement Area and Designated Greenfield Area;
- The subject site is an appropriate location to support low and medium density residential uses;

- The proposal provides growth in a location with existing and planned transit service and public service facilities;
- The proposed development provides a mix of unit types and sizes to accommodate families of different ages, sizes and incomes;
- The proposed development provides an additional 390 residential units which will help achieve the minimum density target of 50 residents and jobs per hectare within the Region of Halton;
- The proposal will make use of existing infrastructure and public service facilities without causing a financial burden to the Region or Town; and,
- The proposal is supportive of active transportation and the use of transit services.

3.3 4 REGIONAL TRANSPORTATION PLAN

On March 8, 2018, the Metrolinx Board of Directors adopted the 2041 Regional Transportation Plan (2041 RTP). The 2041 RTP is the successor to The Big Move, the GTHA’s first long range transportation plan. The 2041 RTP sets out a vision for 2041 in which *“the GTHA will have a sustainable transportation system that is aligned with land use, and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment.”* The 2041 RTP also outlines how the addition of transportation corridors, nodes, and areas to the Growth Plan for the Greater Golden Horseshoe will help achieve the Province’s objective for land use intensification and development of complete communities.

No regional transit projects are proposed on roadways directly abutting the subject lands. However, as shown on Map 6-2041 Frequent Rapid Transit Network (Appendix II), planning is underway for a new Bus Rapid Transit Corridor along Dundas Street linking Kipling Station in Toronto to Bronte Road in Oakville.

Dundas Street is a Provincially Designated Higher Order Transit Corridor. Future residents will benefit from local transit connections to Dundas Street that provides access to inter-regional transit services. As the proposed development does not directly border Dundas Street, the proposed single detached and townhouse dwellings are appropriate.

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 the ROP (*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;*
- a) 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 (Appendix III).

The proposed development provides growth within an Urban Area where urban services are planned while protecting and preserving the NHS features throughout the site.

Urban Area

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

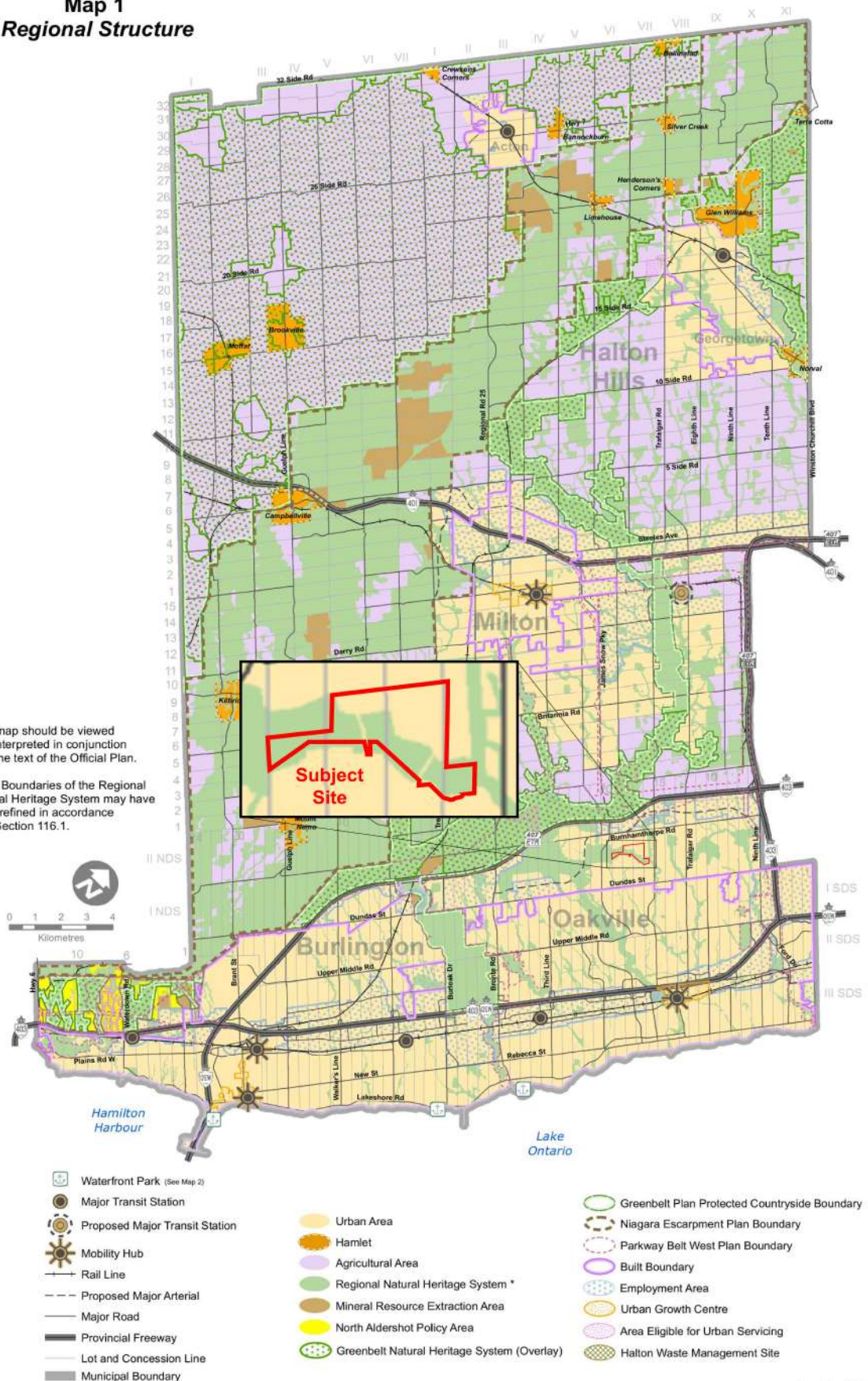
72. The objectives of the Urban Area are:

- 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.*
- 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*

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.



June 19, 2018

Figure □
Regional Structure

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.*
 10. *To provide an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long term needs.*
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;*
 - 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 proposed development contributes to the creation of a healthy community as it is compact in form and makes efficient use of land and services. By providing an approximate density of 94 residents and jobs per hectare the development helps to achieve the Regional density target.. The proposed road system is supportive of transit and facilitates easy and convenient modes of 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 at least 50 per cent of new housing units produced annually in Halton be in the form of townhouses or multi-storey buildings.

The proposed development will provide 22 townhouse units which will aid in achieving the Regional housing target. Furthermore, it provides townhouse dwellings and a range and mix of single detached dwelling sizes and types to provide options for differing social and economic needs.

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; and

17. To preserve the aesthetic character of natural features.

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 will be preserved and protected to ensure their enjoyment by both current and future generations. The limits of the NHS has been delineated through the Environmental Impact Report. The proposed development has been designed to provide views into these NHS features and continuous connectivity between key features and their ecological functions on adjacent lands.

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 proposed development conforms to the ‘Environmental Quality’ policies of the ROP by enhancing the NHS features found on and adjacent to the subject lands. The proposed development has been designed to ensure that only lower impact uses abut the NHS areas and provides vistas to allow residents to enjoy the NHS features in their community.

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.

The proposed development will be designed to accommodate all forms of transportation. All streets will provide sidewalks on one or both sides of the street, thereby encouraging active transportation and pedestrian activity. A future neighbourhood park and public elementary school are within walking distance to the proposed development and can be accessed via all forms of transportation. In consultation

with Town staff, the design and layout of the proposed active transportation and transit routes will be finalized at a later stage in the development approval process.

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

- The proposed development is within the Urban Area where urban services are planned to accommodate future development;
- The proposed development has a built form that is complementary to existing developed areas;
- The proposed development is supportive of transit (current and future);
- The proposed development contributes to the achievement of the Regional density target;
- The proposed development recognizes and protects the NHS; and,
- By providing mix of dwelling types including 22 townhouse units, the proposed development supports the achievement of the Regional housing target to provide a minimum of 50 percent of the new housing units in form of townhouses or multi-storey buildings per year.

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 TOWN OF OAKVILLE OFFICIAL PLAN AMENDMENT 005

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 Clublinks (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 have approved the OPA, the policies have been included in this report as they represent the vision for the future of Oakville. Dundas Street is identified as part of the system of nodes and corridors and is designated as a Regional Transit Priority Corridor as shown in Schedule A1 (Appendix IV). This designation highlights the importance of providing transit-supportive densities along Dundas Street to support all inter-regional transportation options. Furthermore, it identifies Neyagawa Boulevard as a Mobility Link to serve as a local inter-municipal transportation connection. This mobility link connects to both Dundas Street West and the identified Neyagawa Boulevard and Burnhamthorpe Road Node, thereby demonstrating the importance of transit-supportive densities at these locations to support the function of the mobility link and Regional Transit Priority Corridor.

While these amendments do not directly impact the proposed development, they highlight the importance of providing appropriate transitions to higher density development adjacent to identified nodes and corridors. The proposed development provides complementary urban form that appropriately transitions to these designated corridors, nodes, and mobility links. Therefore, the proposed development is consistent with the policies and objectives of OPA 15.

3.6 TOWN OF OAKVILLE OFFICIAL PLAN – NORTH OAKVILLE EAST SECONDARY PLAN

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 Figure NOE2-Land Use Plan, the subject lands are designated 'Neighbourhood Area', 'Natural Heritage System Area' and 'Elementary School Site' (Figure 4). The North Oakville Master Plan (Figure 5), gives general locations for uses within the designated 'Neighbourhood Area', within the proposed development this area is identified as 'Neighbourhood Centre Area', 'General Urban Area' and 'Suburban Area'.

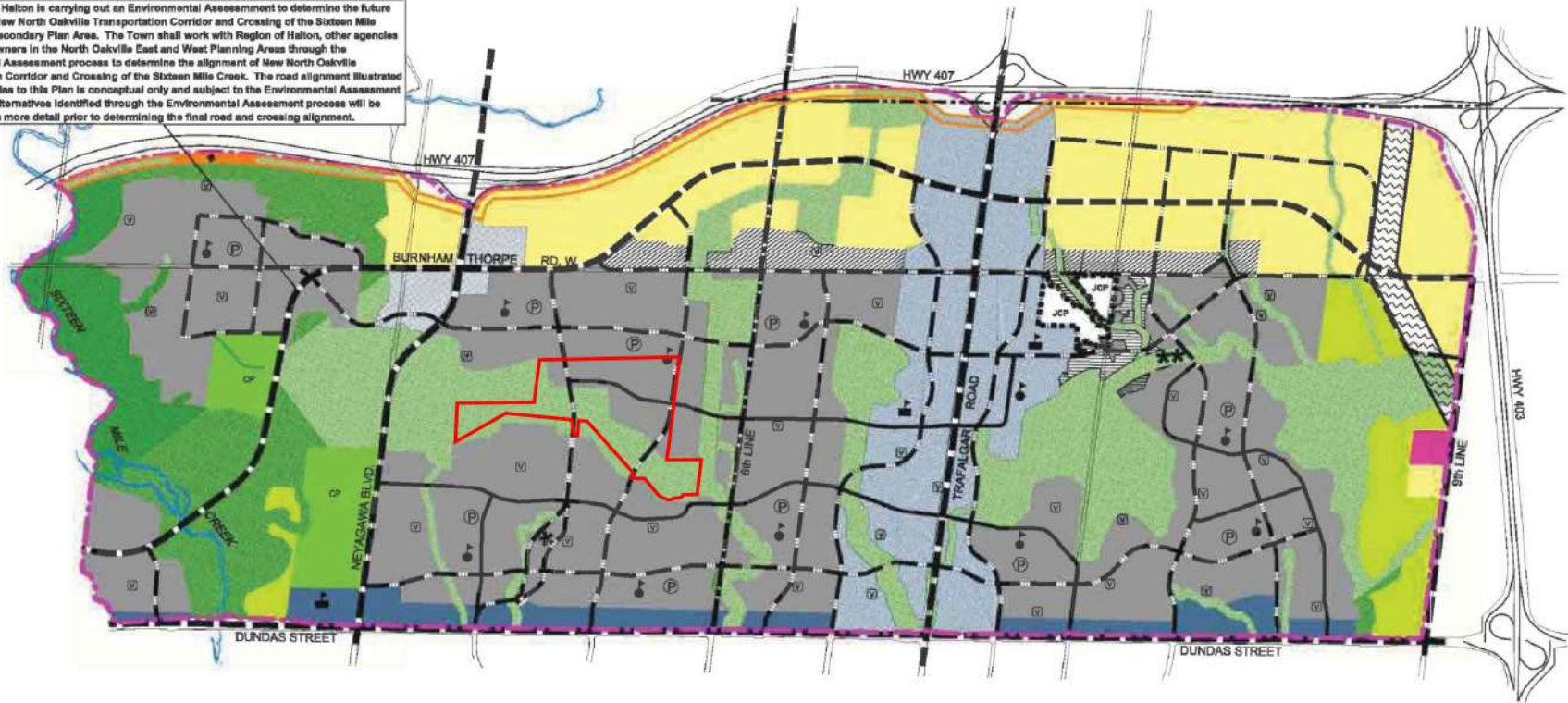
General relevant policies include:

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;*
- 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;*

The NHS within the proposed development is identified as part of the Core Preserve Area (Figure 6), areas which contain key natural features and buffers required to protect the function and sustainability of the NHS. The Core Preserve Area was delineated in the Environmental Impact Report and was prioritized in the design of the proposed development which will incorporate appropriate buffers to ensure that its functional role is preserved. The proposed NHS blocks will connect to adjacent NHS lands provided in Mattamy Preserve 3 to provide continuous connections between key features and their ecological functions. Several vistas and open spaces are proposed along the border of the NHS to provide a balance between active and passive recreational needs. Furthermore, a multi-use trail is proposed along the western side of Carding Mill Trail, which provides a connection to the major trail system to the north.

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
- 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 vill & 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

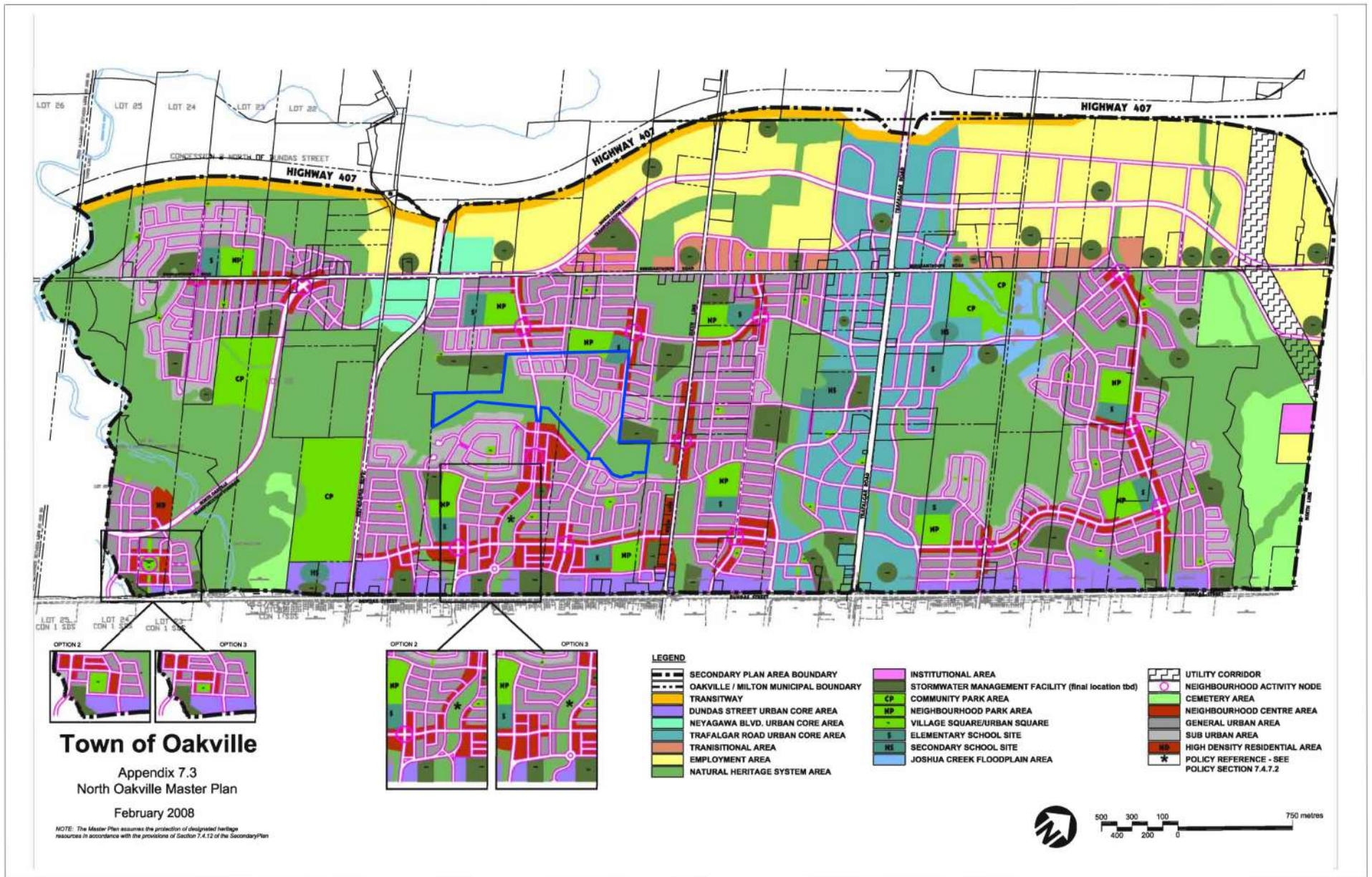


Figure 5

North Oakville East Master Plan

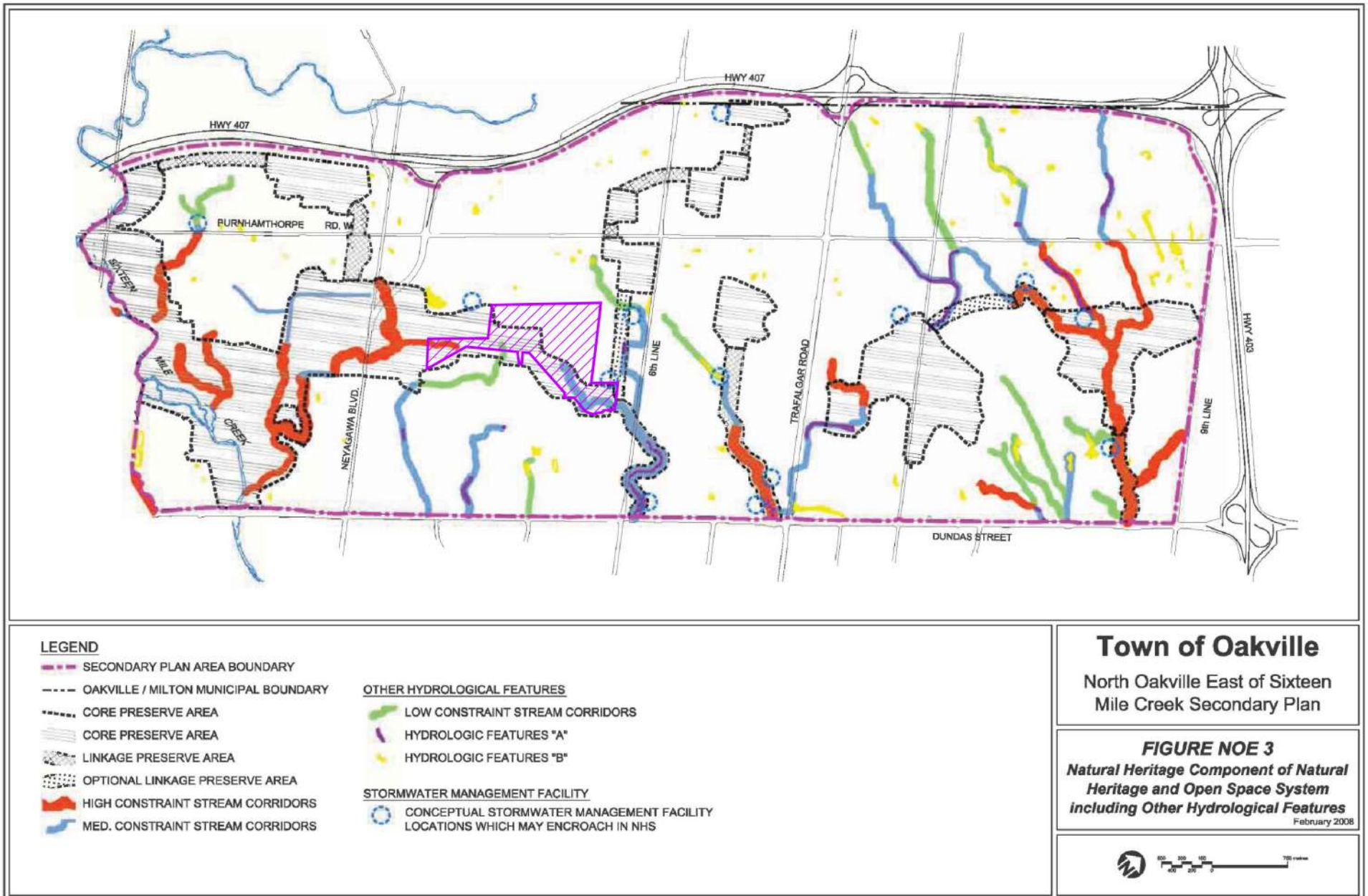


Figure 6
North Oakville East of Sixteen Mile Creek Secondary Plan

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 development will provide residential communities with 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 neighborhood centres;
and*
- j) *To promote a variety of housing with diverse architecture.*

The design of the development enhances views into the NHS features and creates a connected street system that responds to the NHS features and other open space areas. Buildings within the proposed development will be diverse in architectural style to provide visual variety in the streetscape and follow a modified grid network to promote a safe and active pedestrian realm.

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;*
- d) *To promote transit opportunities through community design, including a ‘transit first’ policy to ensure that development including the phasing of development, proceeds in a manner which will be supportive of the early provision of transit service;*
- 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 arrangement and layout of the proposed development is compact in form and follows a modified grid street network to minimize travel time, reduce greenhouse gas emissions, and support all forms of transportation. The proposed road network, street functions, and pedestrian network are consistent with Figure NOE4-Transportation Plan (Figure 7) and promote transit opportunities throughout the community.

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

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 CORRIDOR
- UNDERLYING LAND USE NOT DETERMINED subject to Section 7.4.7.1(b)(i)
- BUSWAY CORRIDOR
- MAJOR TRAIL SYSTEM
- Ⓣ TRANSIT TERMINAL
- NATURAL HERITAGE SYSTEM AREA
- ** SUBJECT TO SECTIONS 7.4.7.3 c viii & 7.4.14.3 d)
- TRANSIT SERVICE CONCEPT
- INTER-REGIONAL TRANSIT CORRIDOR SERVICE
- PRIMARY TRANSIT CORRIDOR SERVICE
- 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 4

North Oakville East Transportation Plan

7.4.7 Natural Heritage Component of the Natural Heritage and Open Space System

7.4.7.1 Natural Heritage Designations

[...] *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.*

c) High Constraint Stream Corridor Areas

High Constraint Stream Corridor Areas as designated on Figure NOE3 include certain watercourses with associated riparian lands, including buffers measured from stable top-of-bank and meander belts. These areas are located primarily inside Core and Linkage Preserve Areas, but are also found outside such areas. They must be protected in their existing locations for hydrological and ecological reasons in accordance with the directions established in the North Oakville Creeks Subwatershed Study.

d) Medium Constraint Stream Corridor Areas

Medium Constraint Stream Corridor Areas, as designated on Figure NOE3, include certain watercourses and adjacent riparian lands, including buffers measured from stable top-of-bank or meander belts[...]They must be protected for hydrological and ecological reasons.

7.4.7.3 Permitted Uses, Buildings and Structures

- a) The only permitted uses in the Natural Heritage System Area designation shall be legally existing uses, buildings and structures, and fish, wildlife and conservation management. Development or land disturbances shall generally be prohibited.*

The NHS blocks are identified as a Core Preserve Area as per Figure NOE3 (Figure 6) and contain high, medium, and low constraint stream corridors. These blocks will remain undeveloped and protected to ensure their enjoyment and continued function for both current and future generations.

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 has been designed to ensure consistency with the North Oakville East Master Plan. The proposed land uses are consistent with the land use categories indicated on the Master Plan and follow their approximate configuration.

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 subneighbourhoods; 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 shall be designed to be consistent with the ‘Community Design Strategies’ of the NOESP by providing a compact built form, transit supportive densities, community gathering spaces, and visual variety in architectural design, thereby providing safe and pedestrian-friendly environments with a unique sense of place. As per *Figure 8 - Community Structure*, two neighbourhood activity nodes are located north of the subject lands, in a future subdivision development. These activity nodes will provide residents with access to amenities such as convenience commercial.

7.6 Land Use Strategy

7.6.3 Natural Heritage System Area

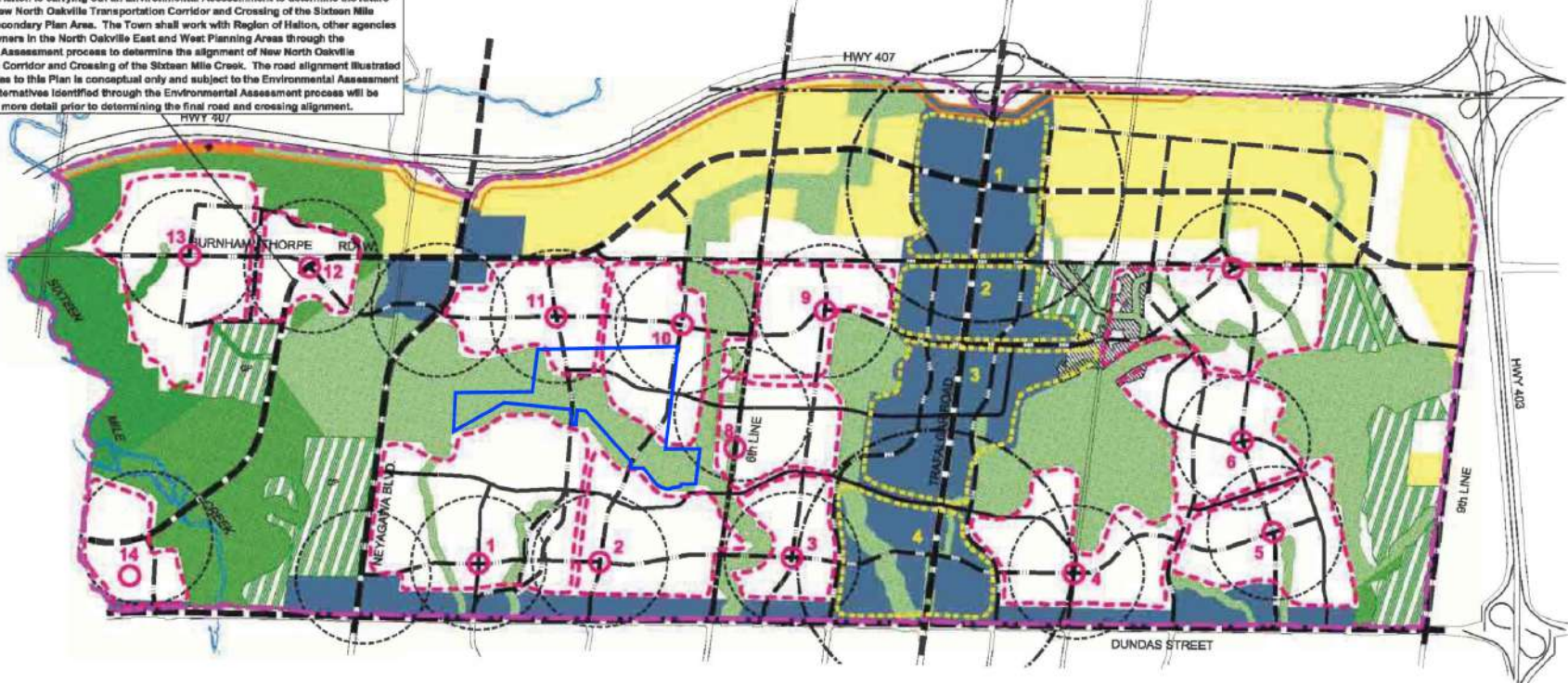
a) Purpose

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.

The NHS features will be enhanced and preserved to ensure continuous linkages to other key NHS features in the area. The creation of two NHS blocks protects the continued function of the Core Preserve Area and the high and medium constraint streams. Open space and vista blocks are proposed along the NHS to facilitate a balance between active and passive recreational needs and improve the quality of life within the community.

7.6.7 Neighbourhood Area

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 1 North Oakville East Community Structure

7.6.7.1 Neighbourhood Centre Area

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.*

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:*
 - i. Minimum density - FSI of 0.5 for mixed use;*
 - ii. Maximum density - FSI of 2 for mixed use;*
 - iii. Minimum density - 35 units per net hectare for residential;*
 - iv. Maximum density - 150 units per net hectare for residential;*
 - v. Minimum height - 2 storeys; and Maximum height - 6 storeys.*

Four two-storey townhouse blocks are proposed within the Neighbourhood Centre Area and are permitted under the NOESP. The townhouse blocks will provide 22 units at a net density of 46.8 units per hectare (uph), thereby complying with the minimum and maximum density regulations.

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.*

The proposed development provides a variety of single detached dwellings types and sizes, all of which are permitted within the General Urban Area. The proposed single detached dwellings will be two storeys in height and will provide a density of 28.7 uph, thereby complying with the minimum and maximum height and density regulations.

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*

Larger single detached dwellings are proposed within the Sub-Urban Area and are permitted under the NOESP. The proposed single detached dwellings will be two-storeys in height and provide a density of 24.9 uph.

7.6.12 Neighbourhood Park Area

7.6.12.1 Purpose

The Neighbourhood Park Area designation is a conceptual designation which is intended to identify the general location of Neighbourhood Parks[...]

7.6.12.3 Land Use Policies

- b) *The size and configuration of each park shall be consistent with the policies of the Town and this Plan. Neighbourhood Parks shall generally meet the following criteria:*
 - *Walk to and/or drive to facilities;*
 - *Designed and located to be well served by Transit facilities;*
 - *Generally located within neighbourhood boundaries as shown on Figure NOE1;*

- *Approximately 4.25 ha in size with a minimum of 2 major sports field but may range from 4.0 to 4.5 ha.*

A small portion of the subject lands are identified as Neighbourhood Park on the North Oakville Master Plan (*Figure 5*) for the purpose of access but are not designated Neighbourhood Park as per *Figure 5-North Oakville East Land Use Plan*. As the Neighbourhood Park configuration and location is conceptual, a neighbourhood park use is not proposed on these lands. Rather a neighbourhood park will be provided on the adjacent property to the north and will be approximately 4.1 hectares in size. A walkway connection is proposed.

7.6.14 Elementary and School Sites

7.6.14.2 Permitted Uses, Buildings and Structures

The main permitted uses shall be schools, and other public and institutional uses including day care centres, as well as community and neighbourhood parks.

A partial school block is proposed at the northeast corner of the site within lands designated Elementary School as shown in *Figure 5*. The proposed block will connect to an adjacent school block to the north to complete the 2.4 hectare public elementary school block.

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

- The proposed densities will be supportive of transit;
- The proposed development conforms to the policies of the Neighbourhood Area designation by providing a mix of development in the form of Neighbourhood Centre, General Urban, and Sub-Urban land use categories;
- The proposed development conforms to the policies of the Natural Heritage System designation by leaving the area undeveloped, protected with appropriate buffers and incorporating appropriate vistas and open space blocks to provide areas for passive recreation;
- The proposed development conforms to the policies of the Elementary School Site designation by providing a partial school block that will connect to an adjacent school block in a future subdivision;
- The proposed development is consistent with the North Oakville East Master Plan;

- The proposed development achieves the objectives of the Neighbourhood Centre Area category by providing 22 townhouse units that achieve the minimum and maximum height and density targets;
- The proposed development achieves the objectives of the General Urban Area category by providing a variety of single detached dwellings that comply with the minimum and maximum 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 minimum and maximum density and height requirements; and,
- The proposal will help achieve the ‘North Oakville East Population and Housing Target’ for low and medium density development.

4.0 PUBLIC INFORMATION MEETING

A Public Information Meeting for the proposal was held on July 22, 2019, which was attended by two residents. Comments raised by residents included:

- Concern for the protection of the NHS; and,
- Concern for availability of school accommodation within the neighbourhood.

Consideration has been given to these concerns and consolidated into two responses below:

Natural Heritage System

The NHS is non-developable area and will be protected through the delineation of NHS Blocks. Furthermore, the proposed development will incorporate appropriate setbacks and adjacent uses to ensure the function and connectivity of the NHS is maintained for both current and future generations.

School Availability

School availability is the purview of the local school boards (Halton District School Board and Halton Catholic District School Board) in consultation with the Town and Region based on planning policy, population projections, and approved development. The proposed development includes a partial elementary school block intended to accommodate new prospective students of the proposed development and surrounding area. Furthermore, the proposed development is located in close proximity

to existing schools including the Oodenewai Public School and St. Gregory the Great Catholic Elementary School.

Both school boards will be circulated submission material as part of the review process and any additional concerns will be dealt with through the comment response process.

6.0 **EXISTING ZONING**

Existing Zoning

The subject lands are currently zoned Existing Development. 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-69), General Urban (GU-68), Suburban Area (S-55 zones), Institutional (I), Open Space (O1) and Natural Heritage System (NHS) zones.

The draft amending zoning by-law is appended to this as *Appendix V*.

7.0 **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;
2. The proposal will contribute to minimum density numbers identified by the Province, Region, and Town;
3. The proposal is consistent with OPA 15 and OPA 321;

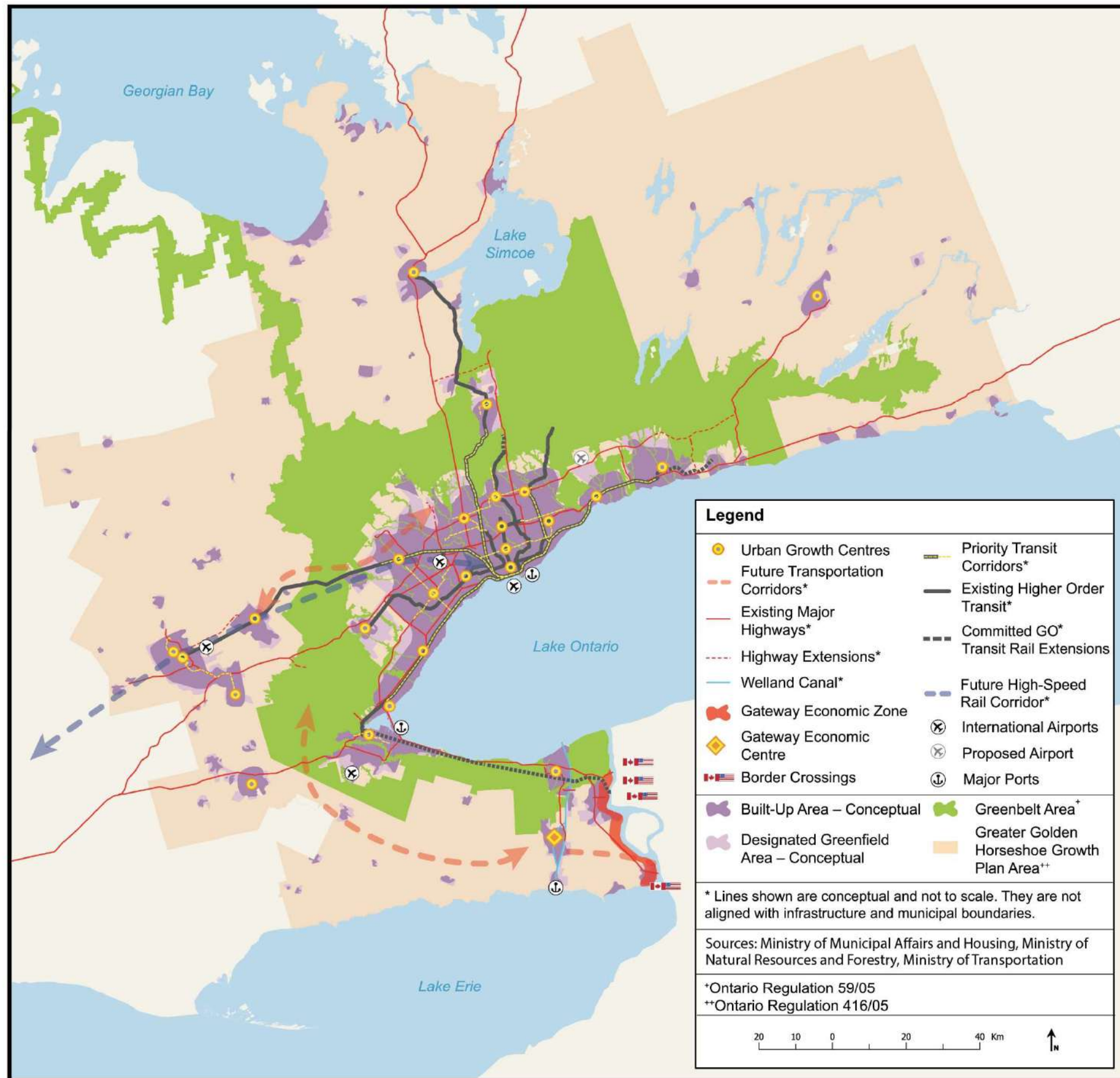
4. The proposed mix of land uses are consistent with the land use categories of the North Oakville East Master Plan;
5. The proposed development conforms to the Phasing Plan set out in the North Oakville East Secondary Plan;
6. The proposed development provides a density and road fabric that is supportive of transit use and active transportation;
7. The proposed development will provide a mix and range of unit types and sizes to support families of different sizes, ages and incomes;
8. The highly interconnected modified grid road pattern will establish an efficient and safe pedestrian movement system via sidewalks, walkways, and trails;
9. The Natural Heritage System is protected in blocks to be conveyed to the Town; and
10. Important views and vistas of the Natural Heritage are provided throughout the development.

Respectfully submitted,

KORSIAK URBAN PLANNING



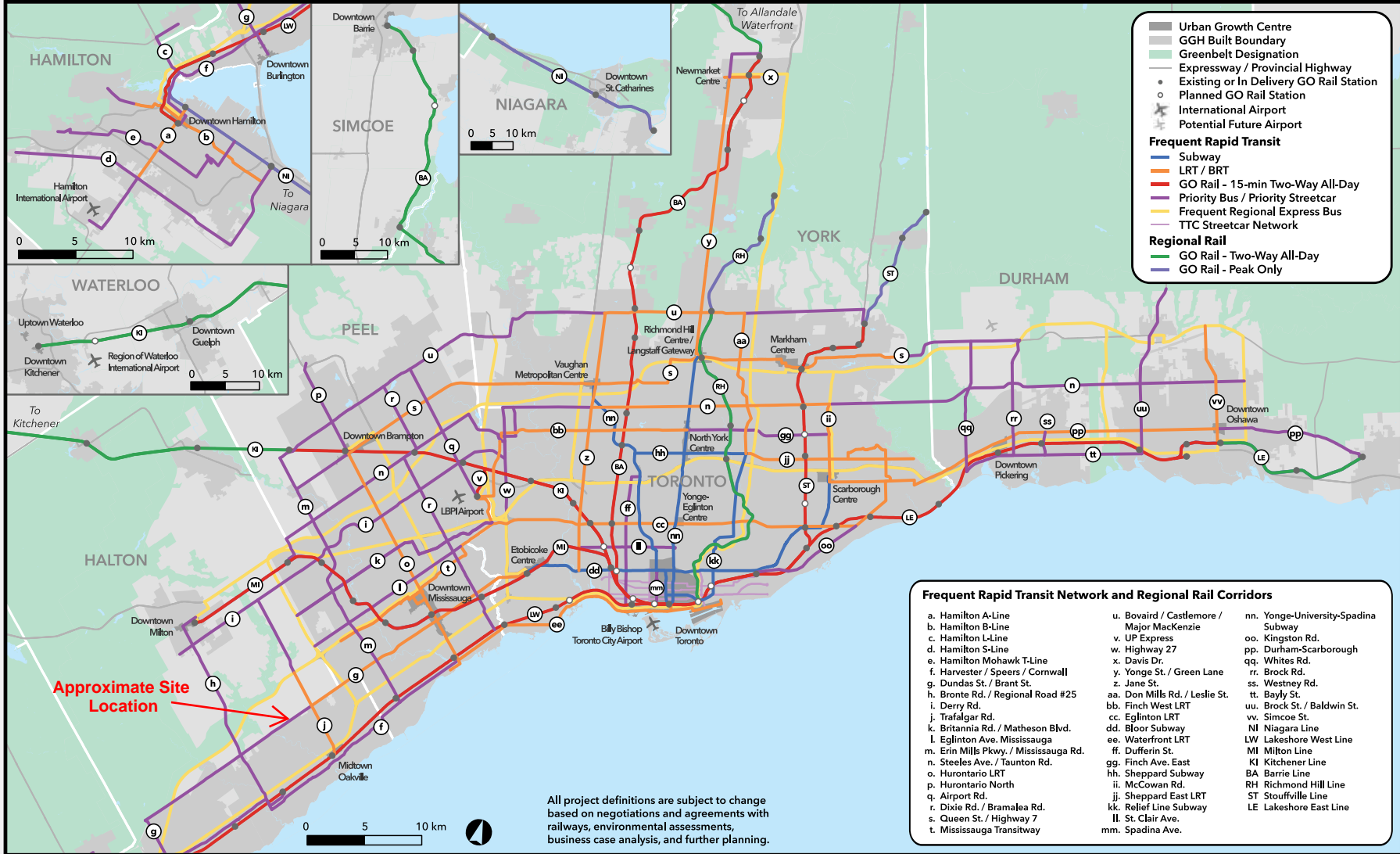
Constance Ratelle, MPlan, RPP



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.

PART II BASIC POSITION
HALTON'S REGIONAL STRUCTURE
Section 0

TABLE 2 INTENSIFICATION AND DENSITY TARGETS

Municipality	Minimum Number of New Housing Units To Be Added To the <i>Built-Up</i> Area Between 2015 and 2031	Minimum Overall Development Density in Designated Greenfield Area (Residents and Jobs Combined Per Gross Hectare) ¹
Burlington	8,300	45
Oakville	13,500	46
Milton	5,300	58
Halton Hills	5,100	39
Halton Region	32,200 ²	50

¹In the measurement of these densities, the area of the Regional Natural Heritage System is excluded.

²This number represents 40 per cent of the new housing units occurring within Halton Region between 2015 and 2031.

Approved 2013-10-21

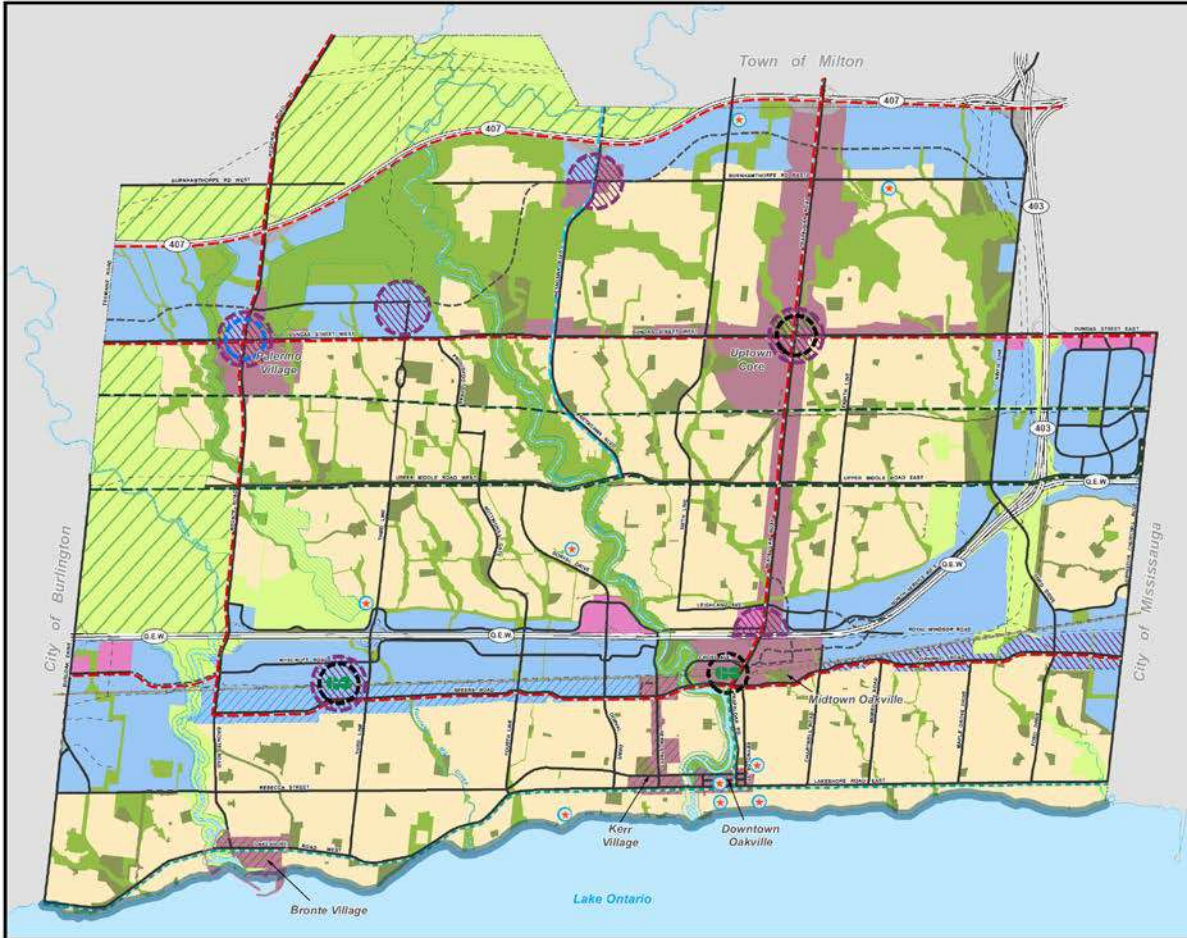
TABLE 2A REGIONAL PHASING

Municipality	2012-2016	2017-2021	2022-2026	2027-2031
Halton Region				
Units in Designated Greenfield Area	17,899	16,606	16,350	14,371
Low Density Units	11,322	11,398	9,855	10,622
Medium & High Density Units	6,577	5,208	6,495	3,749
Units inside the <i>Built Boundary</i>	9,187	12,245	11,606	11,699
Employment	37,460	39,191	28,026	34,290

PART II BASIC POSITION
 HALTON'S REGIONAL STRUCTURE
 Section 0

Municipality	2012-2016	2017-2021	2022-2026	2027-2031
Oakville				
Units in <i>Designated Greenfield Area</i>	6,155	5,152	2,206	1,251
Low Density Units	3,382	3,354	477	699
Medium & High Density Units	2,773	1,798	1,729	552
Units inside the <i>Built Boundary</i>	4,235	5,068	4,323	4,189
Employment	15,516	14,311	1,782	5,781
Burlington				
Units in <i>Designated Greenfield Area</i>	428	432	133	221
Low Density Units	287	302	106	123
Medium & High Density Units	141	130	27	98
Units inside the <i>Built Boundary</i>	2,525	2,758	2,669	2,659
Employment	3,055	4,136	1,299	1,204
Milton				
Units in <i>Designated Greenfield Area</i>	10,644	10,175	10,075	9,126
Low Density Units	7,030	6,991	7,067	7,398
Medium & High Density Units	3,614	3,184	3,008	1,728
Units inside the <i>Built Boundary</i>	1,910	3,502	2,558	2,764
Employment	18,102	18,552	15,525	17,699
Halton Hills				
Units in <i>Designated Greenfield Area</i>	672	847	3,936	3,773
Low Density Units	623	751	2,205	2,402
Medium & High Density Units	49	96	1,731	1,371
Units inside the <i>Built Boundary</i>	517	917	2,056	2,087
Employment	787	2,192	9,420	9,606

Approved 2013-10-21



SCHEDULE A1 URBAN STRUCTURE

- LEGEND¹**
- PARKWAY BELT
 - GREENBELT
 - GREENBELT - URBAN RIVER VALLEY
 - NATURAL HERITAGE SYSTEM
 - PARKS OPEN SPACE & CEMETERIES
 - WATERFRONT OPEN SPACE
 - NODES AND CORRIDORS
 - EMPLOYMENT AREAS
 - MAJOR COMMERCIAL AREAS
 - RESIDENTIAL AREAS
 - MAIN STREET AREA
 - EMPLOYMENT MIXED USE CORRIDOR
 - REGIONAL TRANSIT NODE
 - PROPOSED REGIONAL TRANSIT NODE
 - NODES AND CORRIDORS² FOR FURTHER STUDY
 - MAJOR TRANSPORTATION CORRIDOR³
 - PROPOSED MAJOR TRANSPORTATION CORRIDOR
 - REGIONAL TRANSIT PRIORITY CORRIDOR
 - MOBILITY LINK
 - MAJOR ACTIVE TRANSPORTATION CONNECTIONS
 - SCENIC CORRIDOR
 - UTILITY CORRIDOR
 - PROVINCIAL PRIORITY TRANSIT CORRIDOR
 - MAJOR TRANSIT STATION
 - HERITAGE CONSERVATION DISTRICTS/⁴ CULTURAL HERITAGE LANDSCAPES

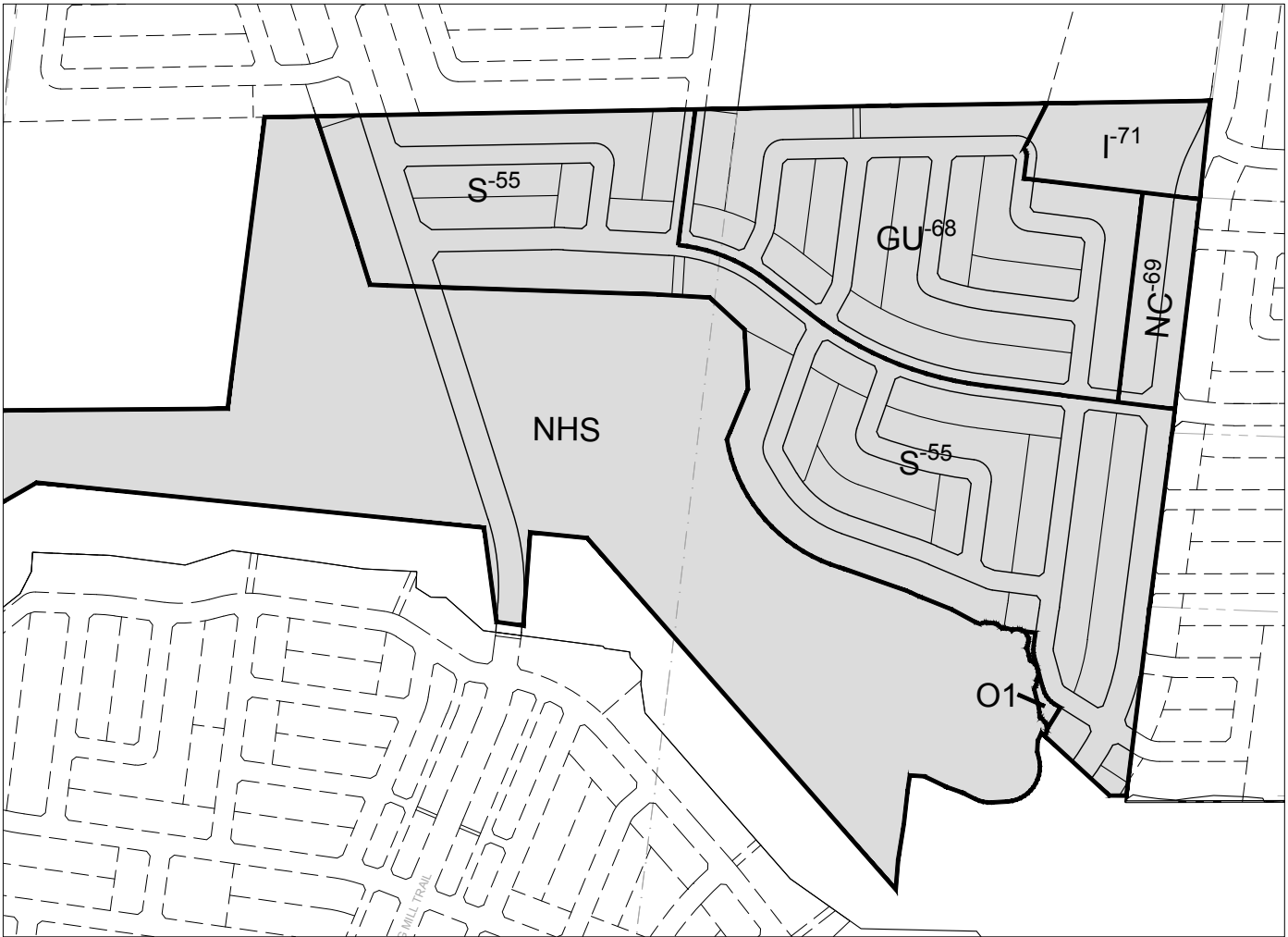
- NOTE 1: This Schedule does not represent land use designations having the potential for intensification subject further study to more precisely delineate the extent of such areas.
- NOTE 2: In addition, the south side of Dundas is recognized as having the potential for intensification subject further study to more precisely delineate the extent of such areas.
- NOTE 3: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycle facilities.
- NOTE 4: Heritage Conservation Districts and cultural heritage landscapes are elements of the urban structure. As additional Heritage Conservation Districts and cultural heritage landscapes are protected and registered under the Ontario Heritage Act, they shall be added to Schedule A1, Urban Structure.

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September 26, 2017



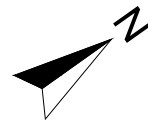
Schedule "A" To 2020 - ***



AMENDMENT TO BY-LAW 2020-xxx

-  Re-zoned From: Existing Development (ED) to Sub-Urban (S⁻⁵⁵); General Urban (GU⁻⁶⁸); Neighbourhood Centre (NC⁻⁶⁹); Institutional (I⁻⁷¹); Open Space (O1) and Natural Heritage System (NHS)

EXCERPT FROM MAP
12 (4)



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