

PLANNING JUSTIFICATION REPORT

Zoning By-Law Amendment

&

Plan of Subdivision

Joshua Creek Phase 4

Mattamy (Joshua Creek) Limited

Part of Lot 7, Concession 1, North of Dundas Street

Town of Oakville

April 2020

Prepared for:

Mattamy (Joshua Creek) Limited

Prepared by:

Korsiak Urban Planning

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1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Mattamy (Joshua Creek) Limited to prepare this Planning Justification Report in support of Zoning By-law Amendment (ZBA) and Plan of Subdivision applications required to permit the proposed Joshua Creek Phase 4 development, on lands legally referred to as Part of Lot 7, Concession 1, North of Dundas Street. Mattamy (Joshua Creek) Limited has retained the assistance of additional specialized consultants. The following plans and reports have been prepared separately in support of the proposed ZBA and Plan of Subdivision applications:

- Legal Survey – Marshall Macklin Monaghan Ontario Limited
- Draft Plan of Subdivision – Korsiak Urban Planning
- Transportation Impact Study – GHD
- Noise Study – Valcoustics Canada Ltd.
- Archaeological Assessment – Archaeological Services Inc.
- Environmental Impact Report – DSEL
- Density Plan – Korsiak Urban Planning
- Transit Facilities Plan – Korsiak Urban Planning

1.1 PURPOSE OF THE REPORT

The purpose of this Planning Justification Report is to outline the nature of the proposed Zoning By-law Amendment and Plan of Subdivision for a residential portion of a future community. The report evaluates the proposal in the context of the policies of the Provincial Policy Statement, the Provincial Growth Plan, the Region of Halton Official Plan, the 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 East, between Trafalgar Road and Ninth Line (*Figure 1 – Aerial Photo*). Formerly, the subject lands were agricultural in use and are now currently vacant with no structures. The subject lands are irregular in shape and are 6.94 hectares in size.



S:\Korsiak & Company\MATTAMY\North Oakville\Joshua Creek\Phase 4 - Aerial Photo\Josh Creek Phase 4 - Aerial Photo - Feb 7_20_es.dwg

FIGURE 1
AERIAL PHOTO

The subject lands are part of the North Oakville East Secondary Plan (NOESP) and are planned for residential uses.

The lands are bound by the draft approved Mattamy Bressa subdivision (24T-12004/1307) to the east, consisting of a range of low/medium density residential, park, Natural Heritage System (NHS) and Stormwater Management (SWM) uses. Immediately west of the site is the future Argo Joshua Creek subdivision (24T-20002/1308) planned for a range of residential, mixed-use, park, NHS and SWM uses, followed by the draft approved Mattamy Dunoak residential subdivision (24T-12003/1309). Immediately north of the site is a future Mattamy (Joshua Creek) Limited development phase, and Burnhamthorpe Road East. The Mattamy Bressa Dundas Urban Core block is located immediately south of the site and is planned for high/medium density residential mixed use development along Dundas Street East.

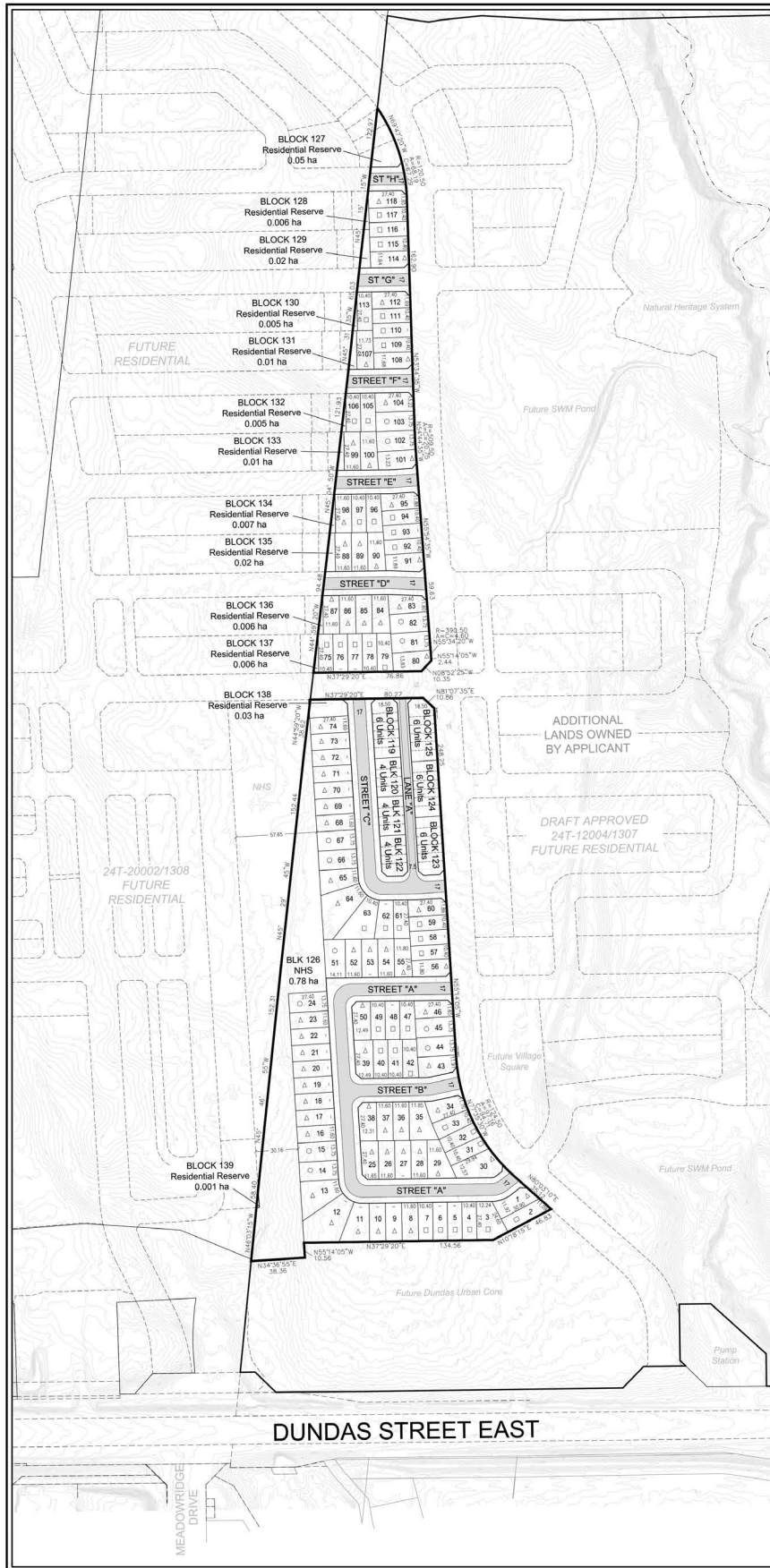
The 24 – South Common bus route serves the subdivisions to the south, making public transit a feasible option for both local and regional commuters.

2.0 PROPOSED DEVELOPMENT

Mattamy (Joshua Creek) Limited is proposing to develop the subject lands with residential uses consistent with the NOESP. The proposed development will consist of 118 detached dwellings and 36 rear lane townhouse units. As illustrated in *Figure 2 – Draft Plan of Subdivision*, access to the development is gained through the subdivision to the east (Mattamy Bressa) which connects to Dundas Street East via a future public road (Street 'A'). Additional accesses to surrounding residential subdivisions are proposed as per the NOESP.

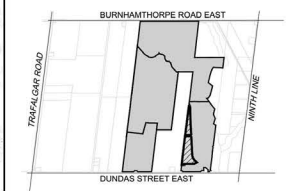
The NHS will be protected through the delineation of one 0.78 hectare NHS block along the western border of the development, to be dedicated to the Town of Oakville.

As the subject lands are zoned Existing Development (ED), a Zoning By-law Amendment is required to implement the NOESP.



**DRAFT PLAN OF SUBDIVISION
24T-
Mattamy (Joshua Creek) Limited
PHASE 4**

PART OF LOT 7
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.

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: Gary Gregoris, A.S.D. DATE: _____
GARY GREGORIS
MATTAMY (JOSHUA CREEK) LIMITED
433 STEELES AVENUE EAST SUITE 110
MILTON, ON L7T 5E4

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: *R. DeBorja* DATE: February 27, 2020
Ross DeBorja, Ontario Land Surveyor
RPS SURVEYING LTD.
ONTARIO LAND SURVEYORS
250 CHERRILL ROAD, SUITE 1, WOODBRIDGE, ONTARIO L4L 8A3
Tel: 416-293-9000 Fax: 416-293-9001

ADDITIONAL INFORMATION (UNDER SECTION 51 (17) OF THE PLANNING ACT)

| | |
|------------------|---|
| A) SHOWN ON PLAN | G) SHOWN ON PLAN |
| B) SHOWN ON PLAN | H) MUNICIPAL AND PAVED WATER TO BE PROVIDED |
| C) SHOWN ON PLAN | I) SEWER TO BE PROVIDED |
| D) SHOWN ON PLAN | J) SEWER AND JET IORM SERVICES TO BE PROVIDED |
| E) SHOWN ON PLAN | K) SHOWN ON PLAN |
| F) SHOWN ON PLAN | L) SHOWN ON PLAN |

LAND USE SCHEDULE

| Land Use | Lots/Blocks | Block Total | Area (ha) | Units |
|-------------------------------|--|-------------|-------------|------------|
| Single Detached (11.6m) | 1, 6-13, 16-23, 25-30, 34-38, 43-46, 50, 52-55, 60, 64, 66, 69-74, 80, 83-91, 95, 98-101, 104, 107, 108, 112, 114, 118 | 66 | 2.32 | 66 |
| Single Detached (10.4m) | 2, 7, 31-33, 40-42, 47-49, 57-59, 61-63, 75-79, 80-84, 94, 97, 105, 106, 109-111, 113, 115-117 | 40 | 1.21 | 40 |
| Single Detached (13.75m) | 14, 15, 24, 44, 45, 51, 66, 67, 81, 82, 102, 103 | 12 | 0.45 | 12 |
| Rear Lane Townhouses (6.0m) | 119-125 | 7 | 0.46 | 36 |
| Natural Heritage System (NHS) | 126 | 1 | 0.78 | |
| Residential Reserve | 127-139 | 13 | 0.10 | |
| 7.5m ROW (127m) | | | 0.10 | |
| 17m ROW (835m) | | | 1.44 | |
| Totals | | 139 | 6.94 | 154 |

24T-12004 SDE CALCULATIONS

| Unit Type | Lots/Blocks | Units | SDE* |
|-----------------|-------------|------------|--------------|
| Single Detached | 1-118 | 118 | 118.0 |
| Townhouse | 119-125 | 36 | 27.4 |
| Total | | 154 | 145.4 |

* SDE Factor:
Detached = 1.00
Townhouse = 0.76

| | | | | |
|----------------|---------------------|--|-----|----|
| April 22, 2020 | Original Submission | | A | SP |
| DATE | REVISION | | DWS | BY |

NOTES:
- Pavement illustration is diagrammatic.
- Connector or Avenue to Connector or Avenue daylight triangle = 7.5m
- All other daylight triangles = 3.5m

mattamy HOMES

SCALE: 1:1250 April 22, 2020

DRAWN BY: SP CHECKED BY: KC

KORSIAK Urban Planning
20027 Lakeshore Road East
Oakville, Ontario L6L 1A9
Tel: 905-235-0227
www.korsiak.com

S:\Work\8 Company\MATTAMY\North Oakville\Joshua Creek\Phase 4 Draft Plan\24T Phase 4 Draft Lot Plan - Apr 22 2020.dwg

**FIGURE 2
DRAFT PLAN OF SUBDIVISION**

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.

PPS policies applicable to the proposal are described in Appendix I, including Section 1.1 for ‘Development and Land Use Patterns’ and ‘Settlement Areas’; Section 1.4 for ‘Housing’; Section 1.5.1 for ‘Public Spaces, Recreation, Parks, Trails and Open Space’; Section 1.7.1 for ‘Long-Term Economic Prosperity’; Section 1.8.1 for ‘Energy Conservation, Air Quality and Climate Change’; and Section 2.1 for ‘Natural Heritage’.

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

- The proposed development is part of a phased development, which in conjunction with the subdivision to the east, provides a mix and range of densities and uses within a residential community;
- The proposal completes cost-effective development that minimizes land consumption and servicing costs;
- The proposal provides new development and growth within the Settlement Area;
- 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.

3.1.1 PROVINCIAL POLICY STATEMENT, 2020

On February 28, 2020, the Government of Ontario released the new Provincial Policy Statement (2020) (PPS), which is part of the government’s plan to build healthier, safer, and more affordable communities. The new PPS (2020) contains new policies across five themes: Increasing Housing Supply

and Mix; Protecting the Environment and Public Safety; Reducing Barriers and Costs; Supporting Rural, Northern and Indigenous Communities; and, Supporting Certainty and Economic Growth. The new PPS (2020) will come into full force and effect on May 1, 2020.

Revised PPS policies applicable to the proposal are described in Appendix I, including Section 1.1 for 'Development and Land Use Patterns'; and Section 1.4 'Housing'.

3.2 A 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. This 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 II*). The Growth Plan policies that apply are further described in *Appendix I*, which includes: Section 1.21 for 'Guiding Principles'; Section 2.2.1 for 'Managing Growth'; Section 2.2.6 for 'Housing'; and Section 2.2.7 for 'Designated Greenfield Areas'.

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

- The subject property is located within a Settlement Area and Designated Greenfield Area;
- The proposal provides growth in an area with planned future transit service and public service facilities;
- The proposed development helps to achieve the minimum density target within the Region of Halton by providing approximately 83 residents per hectare, as estimated using the persons per unit assumption from the Region of Halton 2017 Development Charges;

- The proposal provides a range of unit types and sizes for different household sizes, ages, and incomes; and
- The proposal is supportive of active transportation and the use of transit services.

3.3 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.

As per Map 1, Regional Structure, the subject lands are designated 'Urban Area' and 'Natural Heritage System' within the 'Designated Greenfield Area' (*Figure 3*). Within the Halton Region Official Plan are a number of Regional Policies that pertain to this proposal.

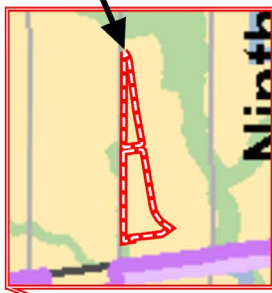
The ROP policies applicable to this proposal are further described in Appendix III, which include: 'Halton's Regional Structure' (Sections 51, 55); 'Urban Area Designation' (Sections 72, 74, 77); 'Housing' (Section 84, 86); 'Natural Heritage System' and 'Regional Natural Heritage System' (Sections 114,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

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 is supportive of transit (current and future);
- The proposed development recognizes and protects the NHS;
- The proposed development complements and is integrated with planned developments on adjacent lands; and
- The proposed development contributes to the achievement of the Regional density target and housing target by providing a range of townhouse and single detached dwelling types and sizes.

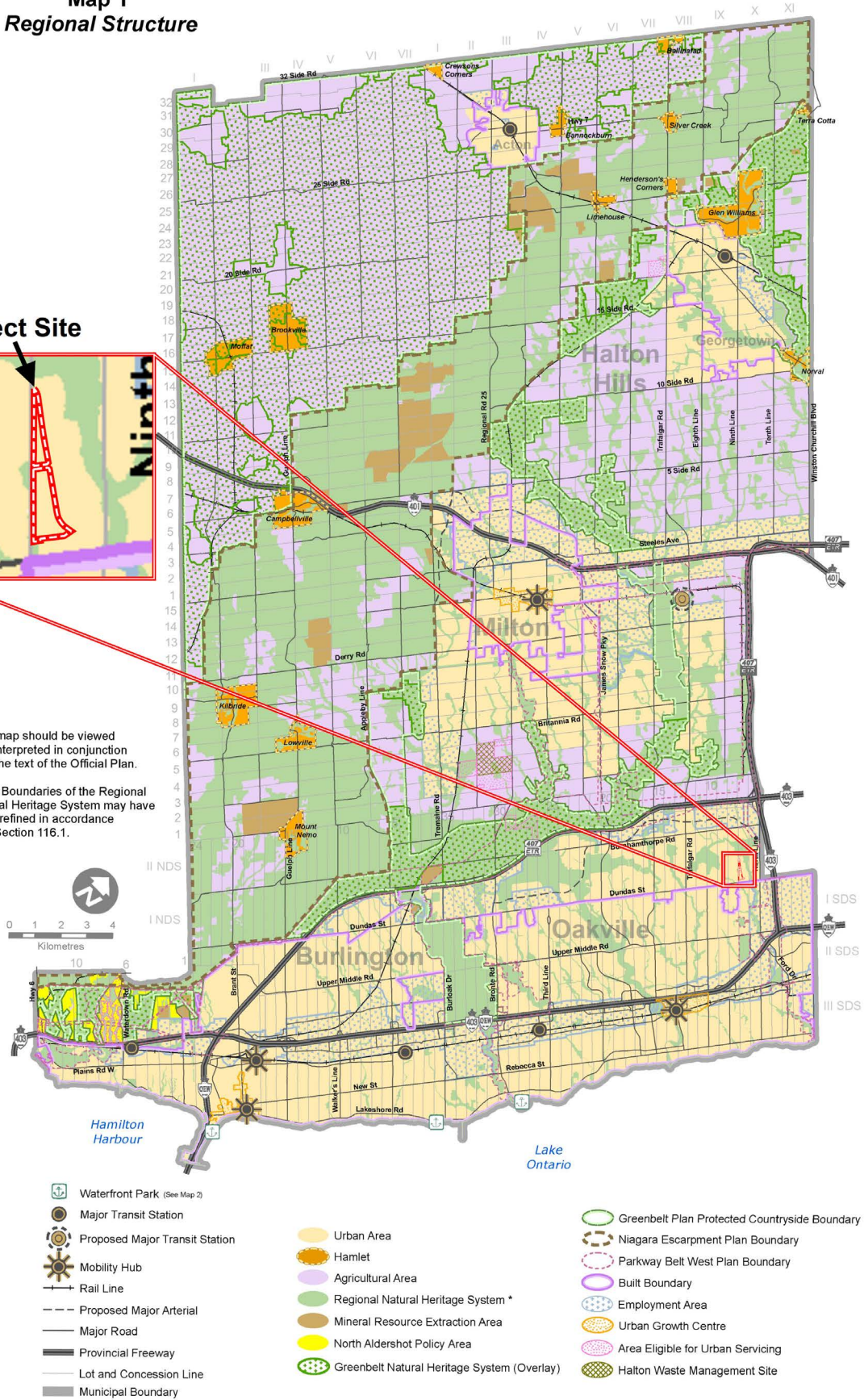
Map 1 Regional Structure

Subject Site



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 3
REGIONAL STRUCTURE**

3.4 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. As the subject lands are located with the NOESP, they are not subject to the policies of the Livable Oakville Plan

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

The site is located within the NOESP. The NOESP includes detailed policies establishing 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 NOESP 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 to OPA 321 were appealed to LPAT and were resolved by the Tribunal through the inclusion of a site specific policy on July 2, 2019. Therefore OPA 321 is now in full force and effect and its policy changes are referenced in this report.

As per the NOESP 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 subject lands identified for a ‘General Urban Area’, and ‘Neighbourhood Activity Node’.

General relevant policies include:

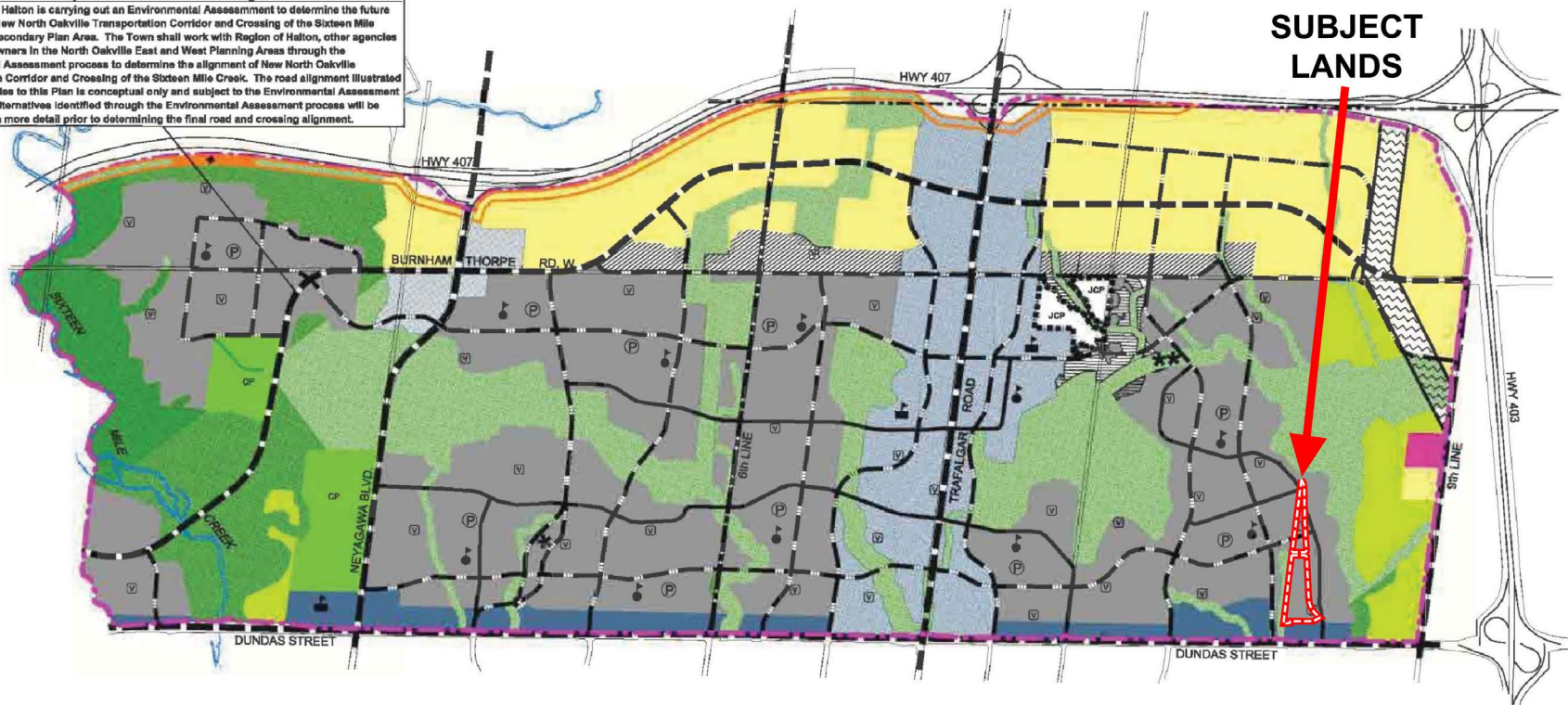
7.2.3 General Development Objectives

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;*

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.

SUBJECT LANDS



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

LEGEND

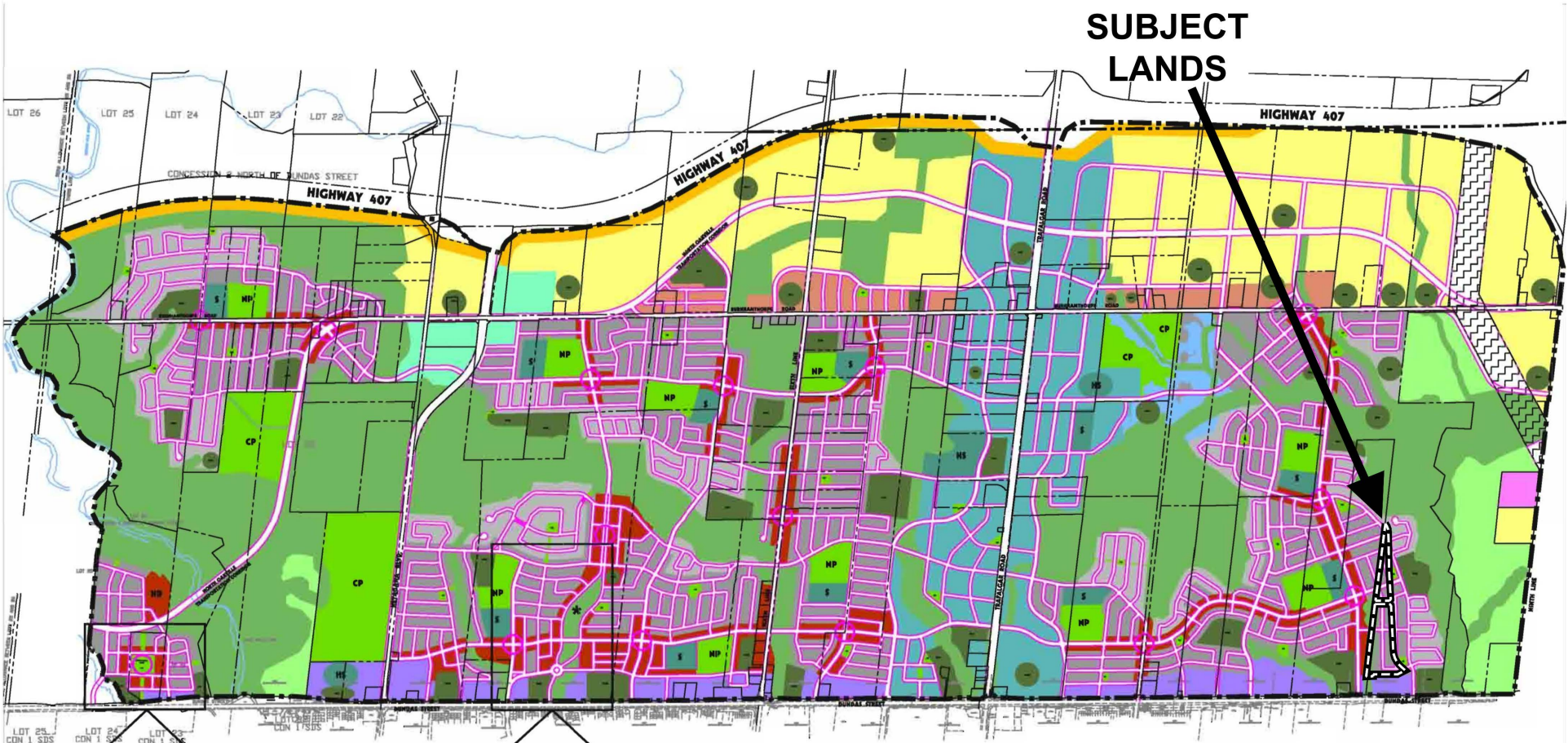
- | | | |
|--|--|--|
| <ul style="list-style-type: none"> --- SECONDARY PLAN AREA BOUNDARY --- OAKVILLE / MILTON MUNICIPAL BOUNDARY — PROVINCIAL FREEWAY — MAJOR ARTERIAL/TRANSIT CORRIDOR — MINOR ARTERIAL/TRANSIT CORRIDOR — AVENUE/TRANSIT CORRIDOR — CONNECTOR/TRANSIT CORRIDOR — UTILITY CORRIDOR — TRANSITWAY ● UNDERLYING LAND USE NOT DETERMINED subject to Section 7.4.7.1(b)(i) | <ul style="list-style-type: none"> ■ 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 | <ul style="list-style-type: none"> ■ 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



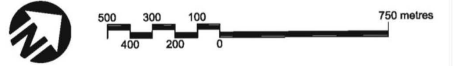
**SUBJECT
LANDS**



Town of Oakville
 Appendix 7.3
 North Oakville Master Plan
 February 2008

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)
- CP COMMUNITY PARK AREA
- NP NEIGHBOURHOOD PARK AREA
- VILLAGE SQUARE/URBAN SQUARE
- S ELEMENTARY SCHOOL SITE
- NS SECONDARY SCHOOL SITE
- JOSHUA CREEK FLOODPLAIN AREA
- UTILITY CORRIDOR
- NEIGHBOURHOOD ACTIVITY NODE
- CEMETERY AREA
- NEIGHBOURHOOD CENTRE AREA
- GENERAL URBAN AREA
- SUB URBAN AREA
- HD HIGH DENSITY RESIDENTIAL AREA
- * POLICY REFERENCE - SEE POLICY SECTION 7.4.7.2



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**

- 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; and*
- 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.*

As per the Environmental Impact Report (EIR) Addendum submitted as part of this development application, a Medium Constraint Stream (Tributary JC-31) is located partially within the subject property. Tributary JC-31 will be realigned in accordance with the Joshua Creek Tributary EIR Addendum #2 under ultimate conditions when the Argo Joshua Creek development proceeds. It is understood that the revised Tributary JC-31 design must be approved through the Argo EIR/FSS Addendum in order to support the Joshua Creek Phase 4 draft plan approval.

A portion of the subject site is identified as part of the Regional NHS. The NHS will be protected through the delineation of a 0.78 hectare NHS block, to be dedicated to the Town of Oakville. The proposed NHS block will connect to adjacent NHS lands to provide continuous connections between key features and their ecological functions.

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; and*
- 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 contribute to the neighbourhood by providing 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 and modified grid network proposed support various forms of transportation.

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;*
- i) *To integrate community and institutional uses at landmark locations; and*
- j) *To promote a variety of housing with diverse architecture.*

The design of the development enhances views into the NHS and creates a connected street network that responds to the NHS features. Buildings within the proposed development will be diverse in architectural

style to provide visual variety in the streetscape and follows 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 various forms of transportation. Two potential transit stops have been identified and are dispersed along Street ‘A’, thereby ensuring that residents are predominantly within a 400 metre radius of transit services.

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. These areas are located primarily inside Core and Linkage Preserve Areas, but are also found outside such areas. They must be protected for hydrological and ecological reasons. These watercourses may be deepened and/or relocated and consolidated with other watercourses provided that the watercourse feature, as well as the function of the watercourse, is maintained in accordance with the directions established in the North Oakville Creeks Subwatershed Study and Federal, Provincial and Conservation Authority regulations, and natural channel design is used. Where a Medium Constraint Stream Corridor Area is relocated, the land use designation of the abutting lands on Figure NOE2, not the Natural Heritage System Area designation, shall apply to the lands from which the stream is moved[...]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.*

A medium constraint stream corridor runs along the west property boundary, as per Figure NOE3 – North Oakville East Natural Heritage System (Figure 6) and is realigned within the block delineated on the Draft Plan and Future Argo Joshua Creek subdivision.

7.5 Community Design Strategy

7.5.4 General Design Directions

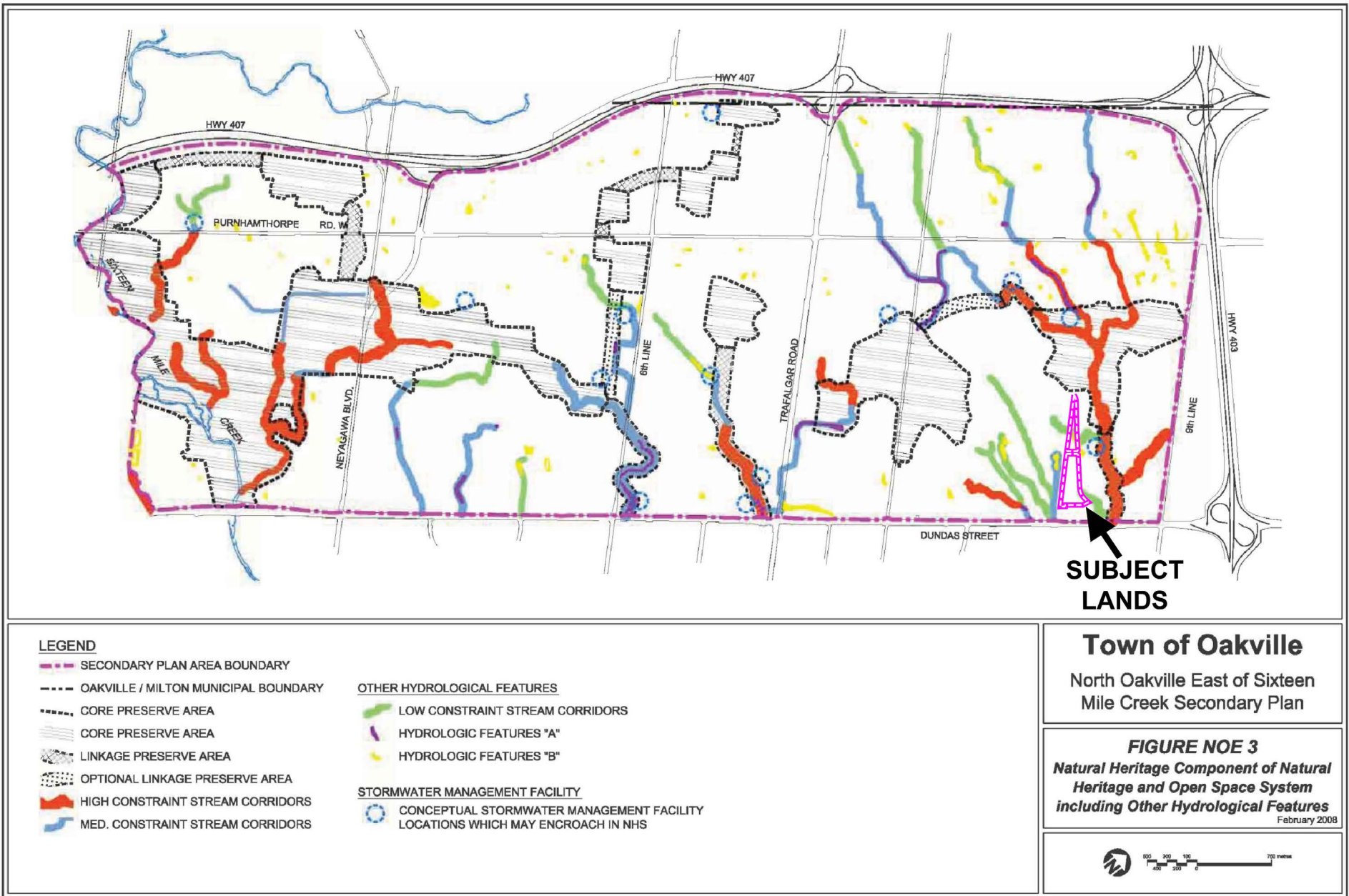


FIGURE 6
NORTH OAKVILLE EAST NATURAL HERITAGE SYSTEM

- 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.*

7.5.10 Safe Community Design

- 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 has been designed to be consistent with the ‘Community Design Strategies’ as it provides a compact built form, transit supportive densities, and visual variety in architectural design.

7.6 Land Use Strategy

7.6.7 Neighbourhood Area

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 complies with the policies of the General Urban Area as it plans to develop the site with 36 rear lane townhouses and 118 single detached dwellings, which are permitted uses in the General Urban Area. The proposed single detached dwellings will be two storeys in height and the townhouses will be a maximum of three storeys in height. Together, they will provide a density of 34.6 units per hectare and therefore comply with the minimum and maximum height and density regulations.

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.
- 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:

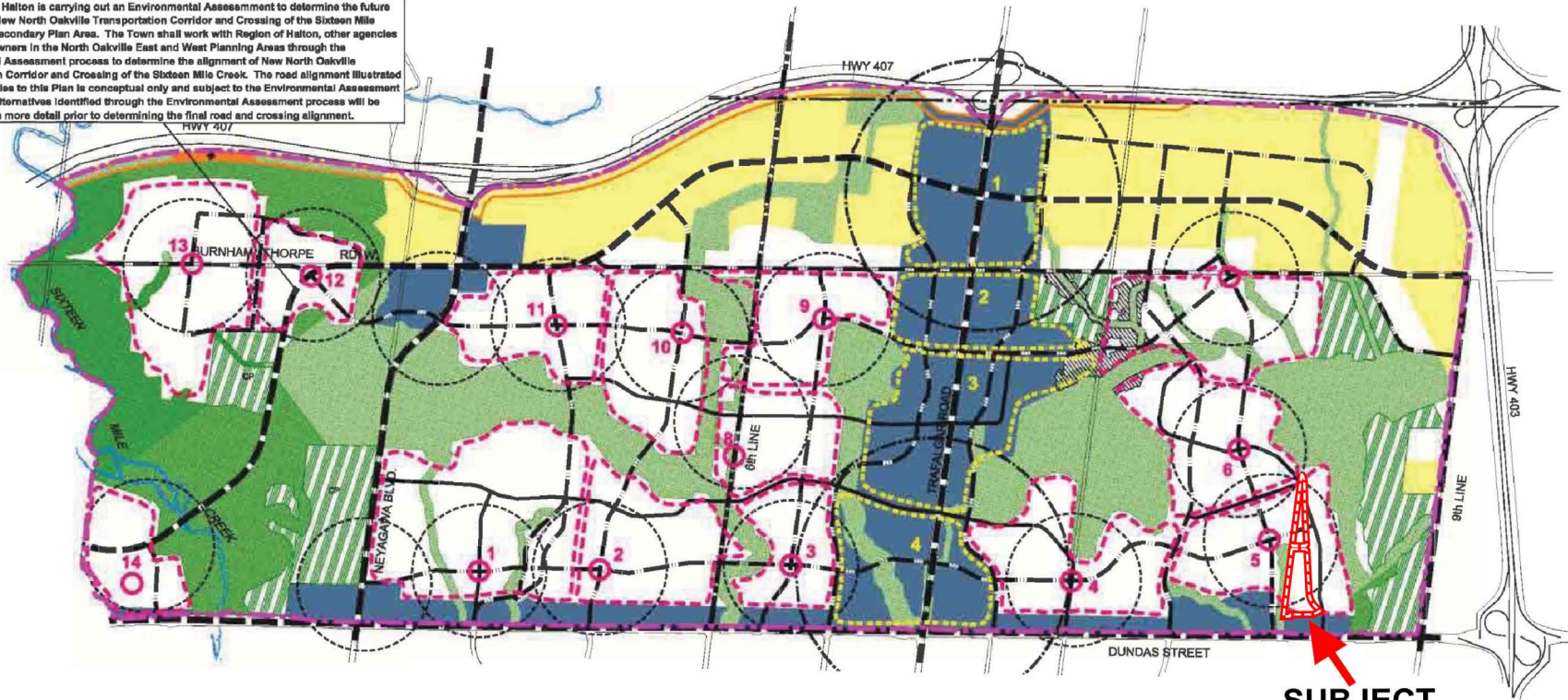
- i) *Any financial and other requirements of the Town and the Regional Municipality of Halton, pursuant to all applicable legislation, shall be satisfied; and,*
- ii) *a minimum of 75% of the gross developable area in the previous phase shall be within registered plans of subdivision or sites which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

As shown on *Figure 7 - Community Structure*, the subject lands are within Neighbourhood 5, which are identified to proceed as part of the first phase of development. Therefore, development of the subject lands may commence as the prescribed phasing policies of the NOESP have been satisfied.

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

- The proposed uses and residential densities are consistent with the NOESP;
- The proposed development achieves the objectives of the General Urban Area by providing 36 rear lane townhouses and 118 single detached dwellings that achieve the minimum and maximum density targets;
- The proposed development achieves the objectives of the Natural Heritage System designation by leaving the area undeveloped, protecting the lands with appropriate buffers and incorporating appropriate vistas; and,
- The proposal is consistent with the North Oakville East Master 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.



SUBJECT LANDS

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 7
NORTH OAKVILLE EAST COMMUNITY STRUCTURE

4.0 PUBLIC INFORMATION MEETING

A Public Information Meeting for the subject lands was held on February 11, 2020 from 7:15 to 8:15 pm in the Southridge Room at the Iroquois Ridge Community Centre. The Public Information Meeting was attended by one member of the public and the Ward 6 Regional Councillor Tom Adams. Questions asked by attendees included:

- **How the Natural Heritage System (NHS) would be treated in the development and how the trail networks would be proposed:** One attendee wanted to ensure that these spaces were appropriately protected and that there was opportunity for residents to enjoy these natural features through trails.
- **When the units would be available for sale and what was approved in adjacent phases:** One attendee was interested in when units within the proposed development would be made available for sale and what was proposed in the adjacent phases.

Consideration has been given to these concerns and responses have been consolidated into two groupings: Natural Heritage System and Sales.

Natural Heritage System

The NHS features within the proposed development will be protected in a delineated block to be dedicated to the Town of Oakville. The development has been designed to propose lower impact residential uses on lands directly bordering the NHS and a major trail system is proposed along the NHS to allow residents to enjoy direct views into these areas.

Sales

There is no market date for these units as it would be dependent on the approval process after the application is submitted.

5.0 ZONING

Existing Zoning

The subject lands are currently zoned Existing Development. As 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 North Oakville East Secondary Plan.

Proposed Zoning

The proposal seeks to rezone the subject lands to new site-specific General Urban (GU sp:XX), and Natural Heritage System Zones (NHS).

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

6.0 PLANNING OPINION

The proposed 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 introduces a mix of residential building types including townhouse and single detached dwellings;
3. The proposal will contribute to minimum density numbers identified by the Province, Region, and Town;
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 is a logical continuation and connection between the draft approved Mattamy Bressa and proposed ARGO Joshua Creek subdivisions; and
8. The Natural Heritage System is protected by the inclusion of buffers and setbacks.

Respectfully submitted,

KORSIAK URBAN PLANNING

Constance Ratelle

Constance Ratelle, MPlan, RPP

APPENDIX I: PROVINCIAL POLICIES APPLICABLE TO THE PROPOSAL

PROVINCIAL POLICY STATEMENT (PPS) 2014

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

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;*
- 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 conforms to Section 1.1.1 of the PPS by providing residential uses that promote cost effective and efficient development patterns 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 development is within a defined Settlement Area that follows the phasing plan set out by the Town of Oakville and creates logical connections to future east and west subdivisions. Furthermore, the proposed development establishes a mix of uses and is compact in form. 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:

1.4.3 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:

b) Permitting and facilitating:

1. All forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

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

e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development conforms to the aforementioned policies of the PPS as it provides a range and mix of housing that is compact in form and efficiently uses land, infrastructure and public service facilities. In addition, the development has been designed to connect to proposed active transportation routes and support the existing and planned transit routes for the community, 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 conforms to the policies of the ‘*Public Spaces, Recreation, Parks, Trails and Open Space*’ section as it recognizes and protects the NHS through the creation of NHS blocks with appropriate buffers and neighbouring land uses.

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 highly connective modified grid road pattern that 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 completes cost effective development that minimizes land consumption and servicing costs;
- The proposal provides new development and growth within the Settlement Area;

- 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.

PROVINCIAL POLICY STATEMENT (PPS) 2020

The following new/revised sections and policies of the PPS are applicable to this proposal:

Section 1.1.1 states:

1.1.1 Healthy, liveable and safe communities are sustained by:

- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, 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;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

The proposed development adds to the range and mix of housing options and land uses in the North Oakville community. The proposed development follows a modified grid network and provides transit-supportive densities in close proximity to Dundas Street, a planned higher order transit corridor. Therefore, the proposal is consistent with the new policies of the PPS 2020.

Policies in the 'Housing' section state:

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

- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*

2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

The proposed development adds to the range and mix of housing types to help meet the social, economic, health and well being requirements of current and future residents. The proposed development is the fourth phase of the Mattamy Joshua Creek residential subdivision. The entire Mattamy Joshua Creek residential subdivision provides a range of commercial, institutional, and open space uses to meet the long terms needs of the community.

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

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 II*). Within the Growth Plan the following sections and policies are applicable to this proposal:

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.*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, 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 as it is designed to support and accommodate both active transportation and transit services through a modified grid network that provides transit-supportive densities to facilitate easy access to several services and amenities. The proposal adds to the mix and range of housing options in the area to serve various sizes, incomes, and ages of households.

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 of all ages, abilities, 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 a 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 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 can accommodate a range of household ages, sizes, and incomes.

2.2.7 Designated Greenfield Areas

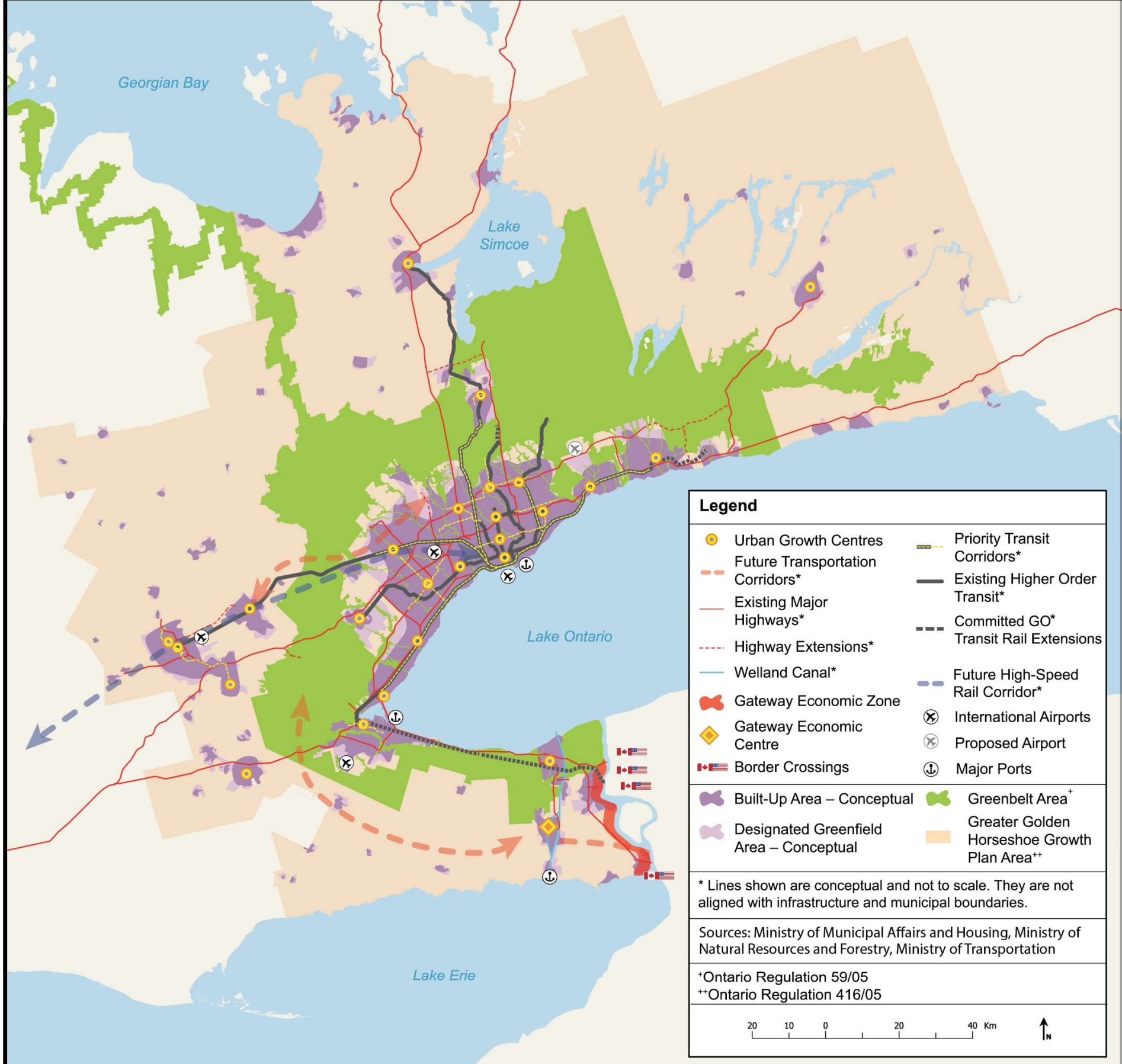
1. *New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*
 - a) *supports the achievement of complete communities;*
 - b) *supports active transportation; and*
 - c) *encourages the integration and sustained viability of transit 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. Furthermore, the proposed development helps to achieve the minimum density target by providing 83 residents per hectare, as estimated 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 Greater Golden Horseshoe for the following reasons:

- The subject property is located within a Settlement Area and Designated Greenfield Area;
- The proposal provides growth in an area with planned future transit service and public service facilities;

- The proposed development helps to achieve the minimum density target within the Region of Halton;
- The proposal provides a range of unit types and sizes for different household sizes, ages, and incomes; and
- The proposal is supportive of active transportation and the use of transit services.



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.

APPENDIX III: REGIONAL POLICIES APPLICABLE TO THE PROPOSAL

REGION OF HALTON OFFICIAL PLAN

The subject lands are designated 'Urban Area' and 'Regional Natural Heritage System' on Map 1 – Regional Structure. The following Regional Official Plan policies are applicable to this proposal:

Halton's Regional Structure

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

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

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

Urban Area

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 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 ensures 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;*
 - 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 proposed development contributes to the creation of a healthy community as it is compact in form and makes efficient use of land and services. The 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 approximately 36 rear lane townhouse units which will aid in achieving the Regional Housing target. Further, it provides a range and mix of single detached and townhouse dwelling types and sizes.

Natural Heritage System

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

114.1 The objectives of the Natural Heritage System are:

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

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

10. To protect significant scenic and heritage resources; and

17. To preserve the aesthetic character of natural features.

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 current and future generations. The proposed development has been designed to ensure it provides views into these NHS features and provides continuous connections 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 Region of Halton Official Plan 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 development is sited to provide residents with views of 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 various forms of transportation. All streets will provide sidewalks on one or both sides of the street, thereby encouraging active transportation and pedestrian activity.

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 is supportive of transit (current and future);
- The proposed development recognizes and protects the NHS;

- The proposed development complements planned developments on adjacent lands; and
- The proposed development contributes to the achievement of the Regional density target and housing target by providing a range of townhouse and single detached dwelling types and sizes.

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</i> Boundary | 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

DRAFT



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, as amended, to permit the use of lands described as Part of Lot 7, Concession 1, North of Dundas Street (Mattamy (Joshua Creek) Limited)

COUNCIL ENACTS AS FOLLOWS:

1. Map 12(6) of By-law 2009-189, as amended, is amended by rezoning the lands as depicted on Schedule 'A' to this By-law.
2. Section 8, Special Provisions, of By-law 2009-189, as amended, is further amended by adding a new Section 8.*as follows:

| 8.* | Part of Lot 7, Concession 1, NDS (Mattamy (Joshua Creek) Limited) | Parent Zone: GU (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. | 4.0 m |
| b) | Notwithstanding Section 4.27, for corner lots or lots abutting the Natural Heritage System (NHS) zone, a porch shall have a minimum depth from the exterior of the building to the outside edge of the porch of 1.5 metres. Required depths shall be provided for a minimum of 40% of the porch. 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. | |
| d) | Notwithstanding Section 5.4.1.2, a <i>parking space</i> in a <i>private garage</i> shall have an unobstructed area with a width of not less than 2.9 metres for a single car <i>private garage</i> and one step may encroach into the width of a <i>parking space</i> within a garage at the side of the <i>parking space</i> . | |
| e) | Notwithstanding Table 7.6.2, the minimum <i>rear yard</i> for <i>single detached dwellings</i> with a <i>lot depth</i> of 27.5 m or less. | 6.0 m |

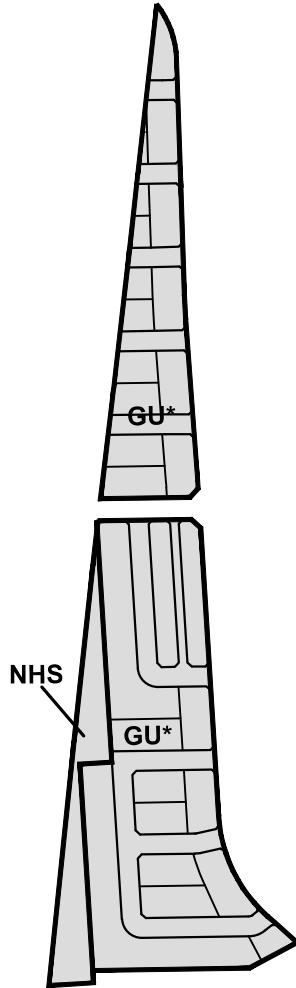
3. This By-law comes into force in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

PASSED this XXth day of _____, 2020

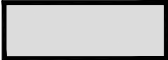
MAYOR

CLERK

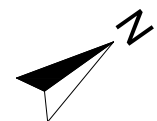
SCHEDULE "A"
To By-Law 2020-***



AMENDMENT TO BY-LAW 2009-189

 Rezoned from Existing Development (ED) to
General Urban (GU sp:*) and
Natural Heritage System (NHS)

EXCERPT FROM MAP
12 (6)



1:6500