

PLANNING JUSTIFICATION REPORT

Zoning By-Law Amendment & Plan of Subdivision

Argo (Joshua Creek) Developments Ltd.

Part of Lot 8, Concession 1, North of Dundas Street

Town of Oakville

December 2019

Prepared for:

Argo (Joshua Creek) Developments Ltd.

Prepared by:

Korsiak Urban Planning

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1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Argo (Joshua Creek) Developments Ltd. to prepare this Planning Justification Report in support of Zoning By-law Amendment (ZBA) and Plan of Subdivision applications required to permit the proposed development of lands located on the north side of Dundas Street East, between Trafalgar Road and Ninth Line also known as the “Diam” lands (*Figure 1 – Context Photo*), legally referred to as Part of Lot 8, Concession 1, North of Dundas Street. Argo (Joshua Creek) Developments Ltd. 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:

- Archaeological Assessment – Archeological Services Inc.
- Density & Designations Map – Korsiak Urban Planning
- Environmental Implementation Report – Stonybrook Consulting Inc.
- Environmental Site Assessment – DS Consultants
- Functional Servicing Report – Urbantech Consulting
- Geotechnical / Soils Report – Urbantech Consulting
- Noise and Vibration Study – HGC Engineering
- Planning Statistics Spreadsheet – Korsiak Urban Planning
- Sustainability Checklist – Korsiak Urban Planning
- Transportation Impact Analysis – CGH Transportation Inc.
- Urban Design Brief – NAK Design Strategies

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 mixed residential, commercial, and open space 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 Official Plan, and the Town of Oakville Official Plan and North Oakville East Secondary Plan.

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 – Context Photo*). Formerly, the subject lands were known as the “Diam” lands which were agricultural in use and are now currently vacant with no structures. The subject lands are irregular in shape with an area of 38.48 hectares and have approximately 308 metres of combined frontage along Dundas Street East (Regional Road No. 5). Currently one small southern portion of the site is separated from the rest of the development by way of a holdout property (1297 Dundas Street East) and the Natural Heritage System. Dundas Street East is a major arterial road and Higher Order Transit Corridor, with a future 50-metre right-of-way intended to have six travel lanes and future Bus Rapid Transit (BRT) service.

The subject lands are part of the North Oakville East Secondary Plan (NOESP) area and are planned for residential uses, a neighbourhood activity node, parks, schools, and transit. Immediately north of the site is vacant land owned by Mattamy, intended for future development, and the Natural Heritage System (NHS) and Burnhamthorpe Road East. A tributary of Joshua Creek designated NHS intersects the subject lands to the south, dividing the subject lands from the proposed residential development to the north and future development to the south. The southern portion of the property is separated in two by a holdout property at 1297 Dundas Street East, a property listed on the Town of Oakville Heritage Register. The south limit of the property is Dundas Street East, followed by an existing low density residential neighbourhood, several open space uses and the Joshua Creek Public School. To the southwest is a commercial plaza with a number of service commercial and retail uses followed by medium density residential uses. Immediately west of the site is the future Mattamy Dunoak residential subdivisions. To the east of the subject lands is the future Mattamy Bressa residential subdivision, the NHS, Glen Oaks Funeral Home and Cemetery, and Ninth Line. Beyond Ninth Line is the Ninth Line Sports Park and Highway 403.

The subject lands are served directly by the 24 – South Common bus route, which departs/terminates at South Common Centre (Mississauga) and Oakville GO Station while intersecting many other Oakville Transit routes, making public transit a feasible option for both local and regional commuters.

Aerial Photo



Scale N.T.S. August 7, 2019

Image Source: Google Earth, July 7, 2018

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2.0 PROPOSED DEVELOPMENT

Argo (Joshua Creek) Developments Ltd. is proposing to develop the subject lands with residential, commercial, and open space uses consistent with the NOESP. Proposed residential building types include single detached dwellings, conventional townhouses, laneway townhouses, and back-to-back townhouses. As illustrated in *Figure 2 - Draft Plan of Subdivision*, access to the development is gained from Dundas Street East via a new public road (Street “B”). Additional connections to surrounding residential subdivisions are proposed as per the NOESP. In general, the proposed development has higher densities near Dundas Street East and along the two identified Avenue/Transit Corridors (Street ‘A’ and ‘B’).

In addition to the low and medium density residential uses, a 0.44 hectare mixed-use block is proposed at the southeast corner of the intersection of Street ‘A’ and ‘B’. The proposed mixed-use block could potentially accommodate a six-storey mixed-use building with ground floor commercial space (*Appendix I*). Located at the northwest corner of the intersection of Streets ‘A’ and ‘B’ is a 1.60 hectare neighbourhood park block to be combined with the future neighbourhood park in the adjacent Mattamy Joshua Creek Phase 3 residential development. Numerous NHS blocks are proposed throughout the site and are connected to the larger NHS beyond the site. In addition, a 2.61 hectare Stormwater Management (SWM) pond is proposed near the southern border of the site.

As the subject lands are zoned Existing Development, a Zoning By-law Amendment is required to implement the North Oakville East Secondary Plan.

3.0 POLICY FRAMEWORK

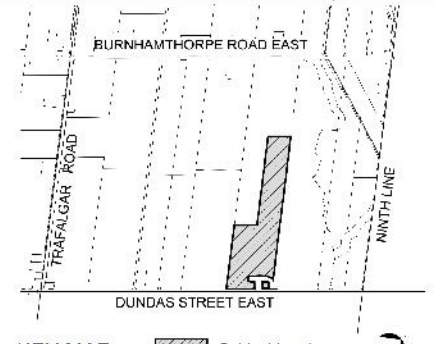
3.1 PROVINCIAL POLICY STATEMENT

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

DRAFT PLAN OF SUBDIVISION 24T- Argo (Joshua Creek) Developments Ltd.

PART OF LOT 8
CONCESSION 1, NORTH OF DUNDAS STREET

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



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

SIGNED: *Patrick J. Marzetta* DATE: December 10, 2019
Argo (Joshua Creek) Developments Ltd.
4800 Pelee Island Way, Suite 103
Burlington, Ontario L7M 0W7

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

SIGNED: *Robyn L. Boudreau* DATE: August 20, 2019
KORSIK URBAN PLANNING
RPE SURVEYING LTD.
345 CHURCH ROAD, SUITE 1, WOODBINE, ONTARIO L4L 8A9
Tel: (905) 882-2000 Fax: (905) 882-2001

ADDITIONAL INFORMATION

A) SHOWN ON PLAN
B) SHOWN ON PLAN
C) SHOWN ON PLAN
D) SHOWN ON PLAN
E) SHOWN ON PLAN
F) SHOWN ON PLAN

G) FUTURE OPEN SPACE AND RECREATION ARE TO BE PROVIDED
H) CLAY LOAM
I) SOIL CROWN ON PLAN
J) SANITARY AND STORM SEWERS TO BE PROVIDED
K) SHOWN ON PLAN

Land Use	Lots/Blocks	Block Total	Area (ha)	Units
Sing. Detached (15.24m)	1-12	12	0.65	12
Sing. Detached (13.72m)	13-23, 25-29, 51-55, 79, 80, 85-91, 101-104, 116-119, 129-133, 154-156, 166, 167, 177, 185-191, 215	55	2.19	55
Sing. Detached (12.90m)	24, 34-37, 47, 48, 51-53, 57, 62, 63, 70, 73, 78, 82, 84, 92, 94, 98-100, 105-108, 114, 115, 120, 125-128, 134-148, 157, 164, 165, 169, 169, 176, 176, 176, 179, 184, 182-200, 213-215, 217	75	2.67	75
Sing. Detached (11.00m)	30-33, 38-46, 46, 50, 58-61, 64-69, 74-77, 81, 95-97, 109-113, 121-125, 149-153, 159-163, 170-174, 180, 183, 201, 217, 218-222	80	2.74	80
Street Townhouses	223-245	23	2.74	131
Rear Lane Townhouses	246-265	20	1.57	101
Back to Back Townhouses	266-277	12	1.43	146
Mixed Use	278	1	0.44	
Dundas Urban Core (DUC)	279, 280	2	2.46	
Neighbourhood Park	281	1	1.60	
Village Square	202	1	0.03	
Open Space	203	1	0.04	
Walkway (3m)	284	1	0.01	
SWM Pond	205	1	2.61	
Natural Heritage System (NHS)	288-290	5	7.95	
Residential Reserve	291-317	27	0.96	
0.3m Reserve	318-335	18	0.00	
Road Widening	336, 337	2	0.01	
7.5m ROW (423m)			0.33	
17m ROW (3 074m)			5.28	
16m ROW (411m)			0.79	
22m ROW (810m)			1.80	
27 B-22m ROW (34m)			0.14	
Totals	337	337	38.48	600

24T- SDE CALCULATIONS

Unit Type	Blocks	Units	SDC*
Sing. Detached	1-222	222	222
Townhouse	223-266	222	178.3
Back-to-Back Townhouse	266-277	146	65.7
Total	277	600	461.0

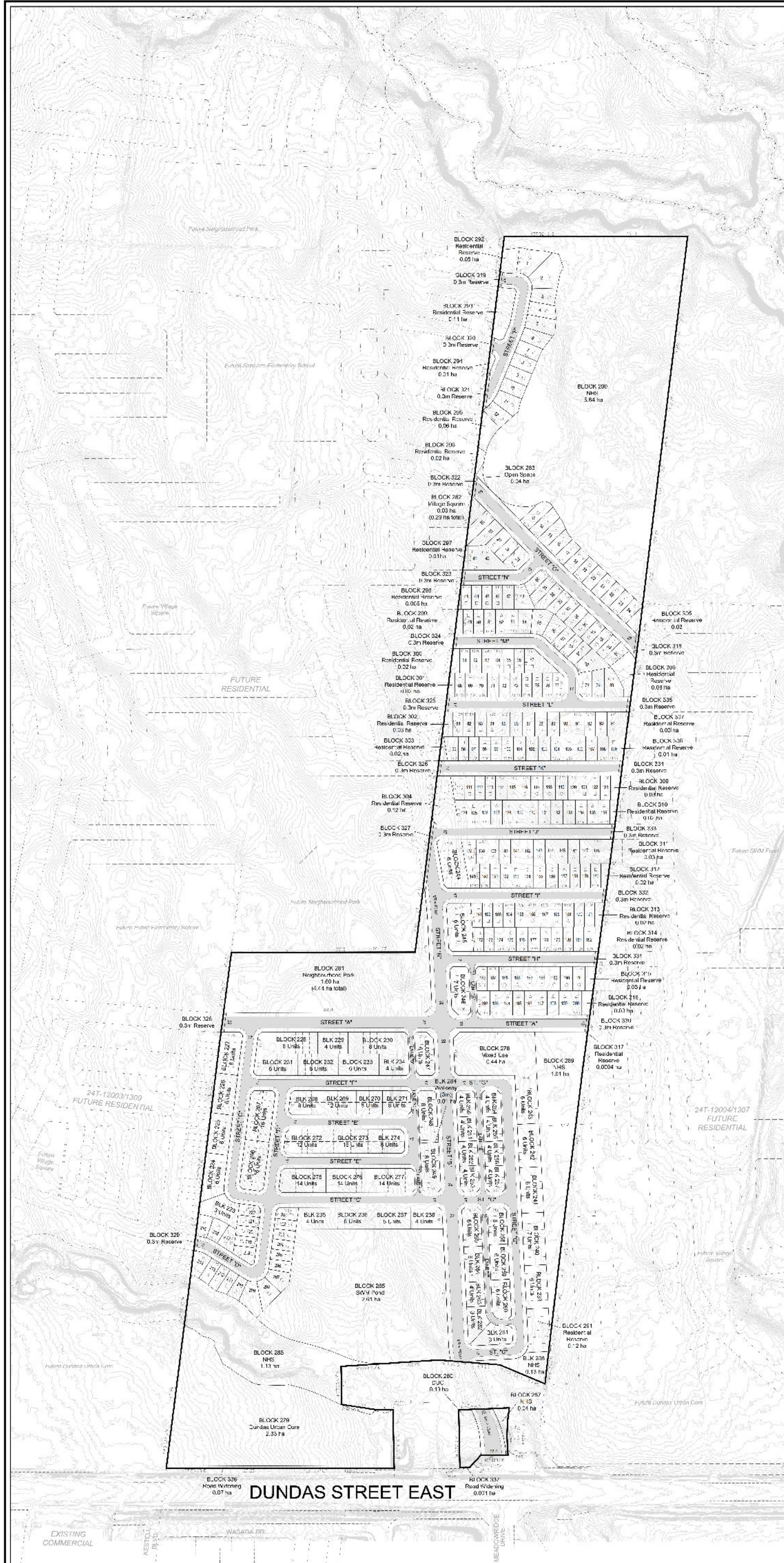
* SDE Factors
Detached - 1.00
Townhouse - 0.76
Back-to-Back - 0.45

DATE	REVISION	DWG	BY
Dec 20, 2019	Original Submission	A	SP

NOTES:
- Pavement illustration is diagrammatic
- Connector or Avenue to Arteria - daylight triangle - 15m
- Connector or Avenue to Connector or Avenue daylight triangle - 7.5m
- All other daylight triangles - 3.5m



SCALE: 1:2000
December 20, 2019
DRAWN BY: SP
CHECKED BY: KC



2019/12/20 10:00:00 AM C:\Users\jmarzetta\Documents\Argo\24T-2019\24T-12004\1307_191219.dwg

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;*
- 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 a mix of residential, commercial, and open space uses and promoting cost effective and efficient development patterns by providing connections to the proposed subdivisions to the north, east and west 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 and is a logical continuation of the existing Built-Up Area to the south. Additionally, the proposed development establishes a range of densities, is compact in form, and introduces and efficiently uses infrastructure and community facilities 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:

- 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 for several reasons. The proposed development 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 existing and proposed active transportation routes and support the existing and planned transit routes for the community, including the anticipated Dundas Street BRT.

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

1.5.1: Healthy, active communities should be promoted by:

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

The proposed development conforms to the policies of the ‘Public Spaces, Recreation, Parks, Trails and Open Space’ section as it provides a 1.60 hectare partial neighbourhood park block, to be combined with a future neighbourhood park block to the northwest, and a 0.03 hectare village square block to be combined with the future village square block to the west. Both can be accessed via a network of planned public streets, bike routes, and sidewalks. The neighbourhood park is located near the centre of the

proposed development and, with village squares to be developed on the Mattamy lands to the east, west, and north, recreational open spaces will be within walking distance of all residential areas of the development, thereby facilitating high community connectivity and active transportation. Furthermore, the proposed development recognizes and protects the NHS with blocks delineated through the Environmental Impact Report and appropriate abutting land uses. In addition, two open space blocks and one walkway block are incorporated along the NHS for residents to enjoy and appreciate the views of the NHS, and a trail system within Block 340 will be accessed from Street 'O'.

Policies in the 'Sewage, Water and Stormwater' sub-section state:

1.6.6.7 Planning for stormwater management shall:

- a) minimize, or, where possible, prevent increases in contaminant loads;*
- b) minimize changes in water balance and erosion;*
- c) not increase risks to human health and safety and property damage;*
- d) maximize the extent and function of vegetative and pervious surfaces; and*
- e) promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.*

The proposal includes a 2.61 hectare Stormwater Management (SWM) Pond, located in the southern portion of the site, which helps to retain runoff and minimize changes to water balance and erosion within the site and surrounding area. In addition, vegetative surfaces in the NHS blocks and neighbourhood park help to further retain runoff, thereby ensuring there are no increased risks to human health and safety, and property.

Policies in the 'Transportation and Infrastructure Corridors' section state:

1.6.8.3 [...] New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

The proposed development will provide densities that support current and proposed transit services, including the Dundas Street Higher Order Transit Corridor. The concept follows a modified grid to improve

walkability and active transportation, further improving access to transit services. The proposed development has been designed to ensure compatibility with and minimize negative impacts on both existing and planned transportation services and facilities.

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 therefore 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, commercial, and open space. Furthermore, the high connectivity of the proposed development would promote 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 conforms to 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 implements 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 a neighbourhood park block, NHS blocks, and a walkway 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;
- The proposal provides intensification in an appropriate location that can accommodate low and medium density development; and,
- The proposed development recognizes and protects the NHS.

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) (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 (GGH) 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*). 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.*
- *Prioritize intensification and higher densities 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 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, it provides transit supportive densities that follow a modified grid network within walking distance to planned services and amenities, thereby supporting transit services and promoting active transportation. Second, by providing a portion of a neighbourhood park and portion of a village square block, it supports healthy and active living. Third, it provides housing opportunities by proposing a range of low and medium density residential uses to serve various sizes, incomes, and ages of households. Furthermore, the proposed development is adjacent to a future public elementary school block and includes a partial neighbourhood park and SWM pond, thereby integrating public service facilities and infrastructure.

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 back-to-back townhouse, laneway townhouses, traditional townhouses, and single detached dwellings. 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.

2.2.4 Transit Corridors and Station Areas

- 10. *Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.*

- 11. In planning lands adjacent to or near higher order transit corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit infrastructure, in consultation with Metrolinx, as appropriate.*

The subject lands are located along a planned Higher Order Transit Corridor (Dundas Street) that will connect Kipling Station in Toronto to Oakville. The proposal achieves the objectives of the ‘Transit Corridors and Station Areas’ section as it provides transit supportive densities and a mix of land uses to support future Higher Order Transit services. Furthermore, the Dundas Urban Core blocks will be planned to achieve even higher densities to ensure the viability of planned Higher Order Transit services.

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 provides a variety of housing types including single detached dwellings, rear lane townhouses, back-to-back townhouses, and street townhouses that vary in size and type to accommodate a range of household ages, sizes, and incomes. Additional higher density building types will be contemplated for the mixed-use block in the neighbourhood activity node, as well as the Dundas Urban Core blocks.

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 132 residents per hectare as calculated using the persons per unit assumptions from the Region of Halton 2017 Development Charges Background Study, excluding the future mixed-use and Dundas Urban Core blocks. 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 subject site is an appropriate location to support low and medium density residential uses;
- The proposal provides growth in a location with existing 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 600 residential units, a mixed-use block, and Dundas Urban Core blocks, which will help achieve the minimum density target of 50 residents and jobs per hectare within the Region;
- The proposed development incorporates a mixed-use block which provides commercial space in an appropriate location that serves the surrounding area and provides jobs for forecasted employment growth in 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 2041 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.

Planning is underway for a new bus rapid transit corridor along Dundas Street linking Kipling Station in Toronto to Bronte Road in Oakville. The location of this BRT corridor is shown on Map 6: Complete 2041 Frequent Rapid Transit Network as Item G (Appendix III). As the subject lands are in close proximity to a Provincially designated Higher Order Transit Corridor (Dundas Street), special consideration for both the transportation and intensification roles of the subject lands was taken. The proposed development conforms to the 2041 RTP by providing higher densities near Dundas Street East. Therefore, the proposed development supports the viability of future public transit to ensure a better connected GTHA region in which land use and transportation work together to provide a higher quality of life to residents.

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 lands are designated ‘Urban Area’ and ‘Regional Natural Heritage System’ in the Regional Structure (Appendix IV). Within the ROP are a number of Regional policies that pertain to this proposal, including:

Halton’s Regional Structure

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

- 1. Urban Area, where urban services are provided to accommodate concentrations of existing and future development;*
- 3. Regional Natural Heritage System, a system of connected natural areas and open space to preserve and enhance the biological diversity and ecological functions within Halton;*

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

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

achieves the overall *development density* target for Oakville in a *Designated Greenfield Area* of 46 residents and jobs combined per gross hectare by providing approximately 132 residents per hectare, as calculated using the Region of Halton 2017 Development Charges Background Study. These densities will be further increased once the design of the mixed-use and Dundas Urban Core blocks is finalized.

Urban Area

The subject lands are primarily designated 'Urban Area' on Map 1 – Regional Structure (Appendix IV).

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 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 (Appendix V);*
- 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. The modified grid system is supportive of transit and facilitates convenient modes of active transportation. Furthermore, the proposed development will achieve the minimum density target for the Town of Oakville's Designated Greenfield Area, when the design of the mixed use and Dundas Urban Core blocks is confirmed.

Intensification Areas

78. *The objectives of the Intensification Areas are:*

- 1. *To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable*
- 2. *To provide opportunities for more cost-efficient and innovative urban design.*
- 4. *To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods*
- 5. *To create a vibrant, diverse and pedestrian-oriented urban environment.*
- 6. *To cumulatively attract a significant portion of population and employment growth.*
- 8. *To support transit and active transportation for everyday activities.*

9. *To generally achieve higher densities than the surrounding areas.*
10. *To achieve an appropriate transition of built form to adjacent areas.*
11. *For Major Transit Station Areas and Intensification Corridors:*
 - a. *To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.*
 - b. *To achieve a mix of residential, office, institutional and commercial development, where appropriate.*
 - d. *For Intensification Corridors, to accommodate local services, including recreational, cultural and entertainment uses.*
80. *Intensification Areas are parts of the Urban Area and consist of:*
 - 3) *Intensification Corridors as identified in Local Official Plans, which consists of areas along Higher Order Transit Corridors and selected Arterial Roads within Urban Areas, as shown on Map 3.*

The proposed development is located along Dundas Street East, a designated Higher Order Transit Corridor and Intensification Corridor as per Map 3 – Functional Plan of Major Transportation Facilities (Appendix VI). The proposed development conforms to the policies of the Intensification Areas as it is planned to provide higher densities along Dundas Street East within the Dundas Urban Core block. Furthermore, the proposed development has been designed to provide an appropriate transition to the lower density residential uses to the north. The proposed development includes a range of uses, including potential for commercial space within a mixed-use building, and will provide transit supportive densities that support the viability of current and future transit services.

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 378 townhouse units, helping to achieve the Regional housing target. In addition, it provides a range and mix of dwelling types and sizes to provide options for differing social, economic and physical 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;*
- 4. To direct developments to locations outside hazard lands.*
- 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.*
- 18. To provide opportunities, where appropriate, for passive outdoor recreational activities.*

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 limits of the NHS have been delineated through the Environmental Impact Report. The NHS features within the proposed development will be preserved and protected to ensure their enjoyment by both current and future generations. The proposed development has been designed to ensure the proposed development provides views into these NHS features and provides continuous connections between key features and their ecological functions on adjacent lands, with the opportunity for passive outdoor recreational activities, where appropriate.

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 provide views into these NHS features and connectivity between key features and their ecological functions on adjacent lands.

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. Commercial uses and recreational open spaces will be located within a five to ten minute walk (400 to 800 metre radius) of the proposed dwellings and can be accessed via multiple 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 ROP 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 provides commercial and amenity uses which contribute to the creation of healthy communities and promotes economic prosperity;
- The proposed development is supportive of transit (current and future);

- The proposed development contributes to the achievement of the Regional Greenfield density target within the Town of Oakville;
- The proposed development recognizes and protects the NHS;
- The subject property is located along an identified Intensification & Higher Order Transit Corridor (Dundas Street); and
- By providing more than half of their residential units in the form of townhouse dwellings, the proposed development supports the achievement of the Regional housing target to provide a minimum of 50 percent of the new housing units produced annually in the form of townhouses or multi-storey buildings.

3.5 TOWN OF OAKVILLE OFFICIAL PLAN – LIVABLE OAKVILLE

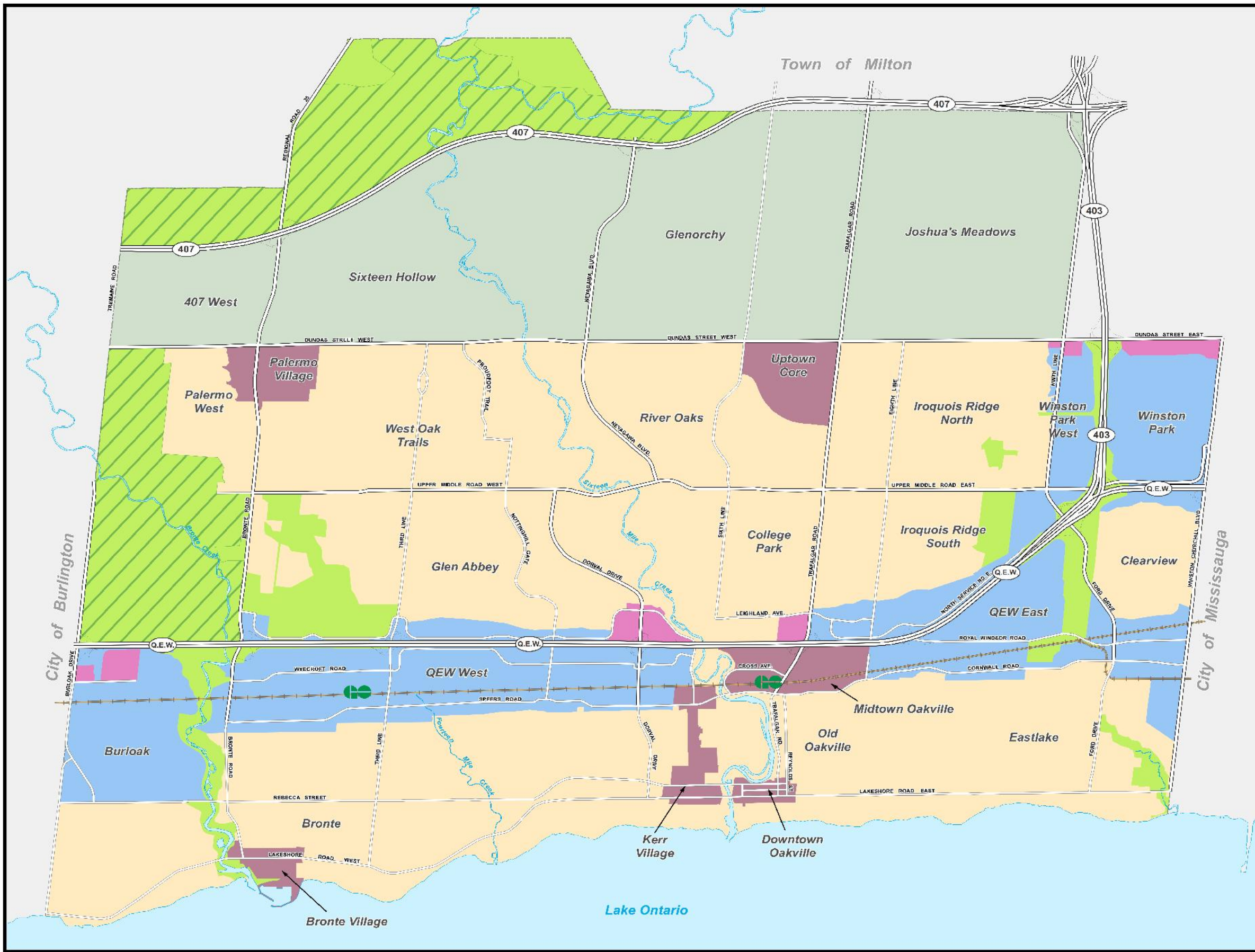
The Liveable Oakville Plan sets out how lands shall be used and how growth should occur through to 2031. Schedule A1, Urban Structure (*Figure 3*), of the Liveable Oakville Plan which provides the basic structural elements for the Town has been used and applies to all lands within the Town except the 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 Liveable Oakville Plan. It is noted that Schedule D, Active Transportation Master Plan, identifies proposed ‘signed bike lanes’ to be provided within the subject lands that will connect to the existing active transportation network south of Dundas Street.

3.5.1 TOWN OF OAKVILLE OFFICIAL PLAN AMENDMENT NO. 15

On April 26, 2018, the Region of Halton approved Official Plan Amendments (OPAs) 15 and 317 with modifications, to establish a Town-wide urban structure that connects the NOESP 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 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 by LPAT on February 29, 2019 with no decision issued.

Given that both the Town Council and Halton Region have approved the OPAs, the policies have been included in this report as they represent the vision for the future of the Town 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 VII). This designation highlights the importance providing

SCHEDULE A1 URBAN STRUCTURE



- RESIDENTIAL AREAS
- EMPLOYMENT AREAS
- MAJOR COMMERCIAL AREAS
- GROWTH AREAS
- PARKWAY BELT
- GREENBELT
- LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN
- RAILWAY LINE
- MAJOR TRANSIT STATION

NOTE: This Schedule does not represent land use designations



1:50,000
April 4, 2017

transit supportive densities along Dundas Street to support all inter-regional transportation options. The proposed development has been designed to provide densities and an urban form to that appropriately transitions to and supports the Dundas Street Corridor. 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 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 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 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 in late 2018 and were resolved on July 2, 2019 to now include a site specific policy. Therefore OPA 321 is now in full force and effect. This document refers to policies in both the Livable Oakville Plan and OPA 321.

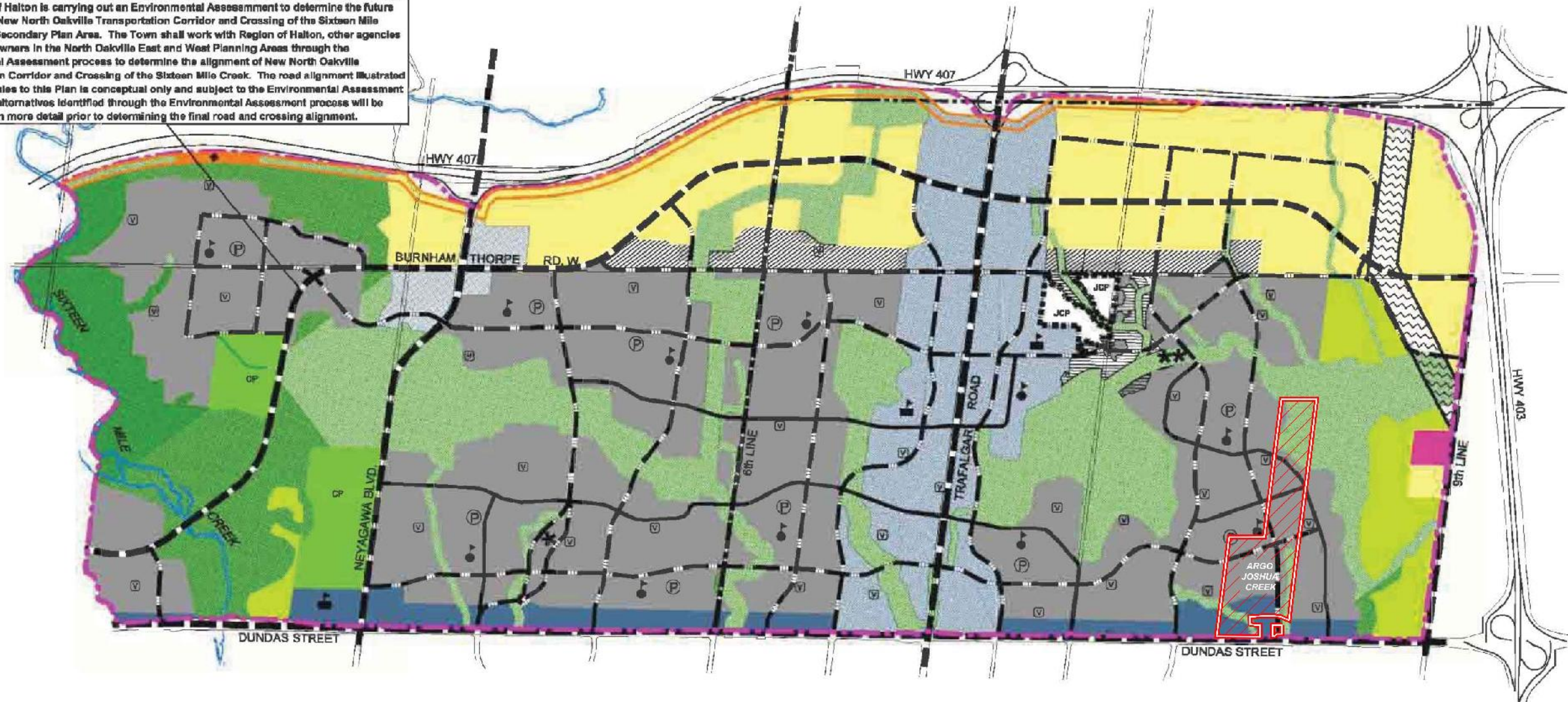
As per Figure NOE2-Land Use Plan (*Figure 4*), the subject lands are designated ‘Dundas Urban Core Area’, ‘Neighbourhood Area’, ‘Natural Heritage System Area’, ‘Elementary School Site’, and ‘Neighbourhood Park’. The North Oakville Master Plan (*Figure 5*), gives general locations for uses within the designated ‘Neighbourhood Area’, and divides it into ‘Neighbourhood Centre Area’, ‘General Urban Area’, ‘Suburban Area’, ‘Village Square/Urban Square’, and ‘Neighbourhood Activity Node’.

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;*

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

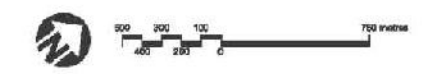
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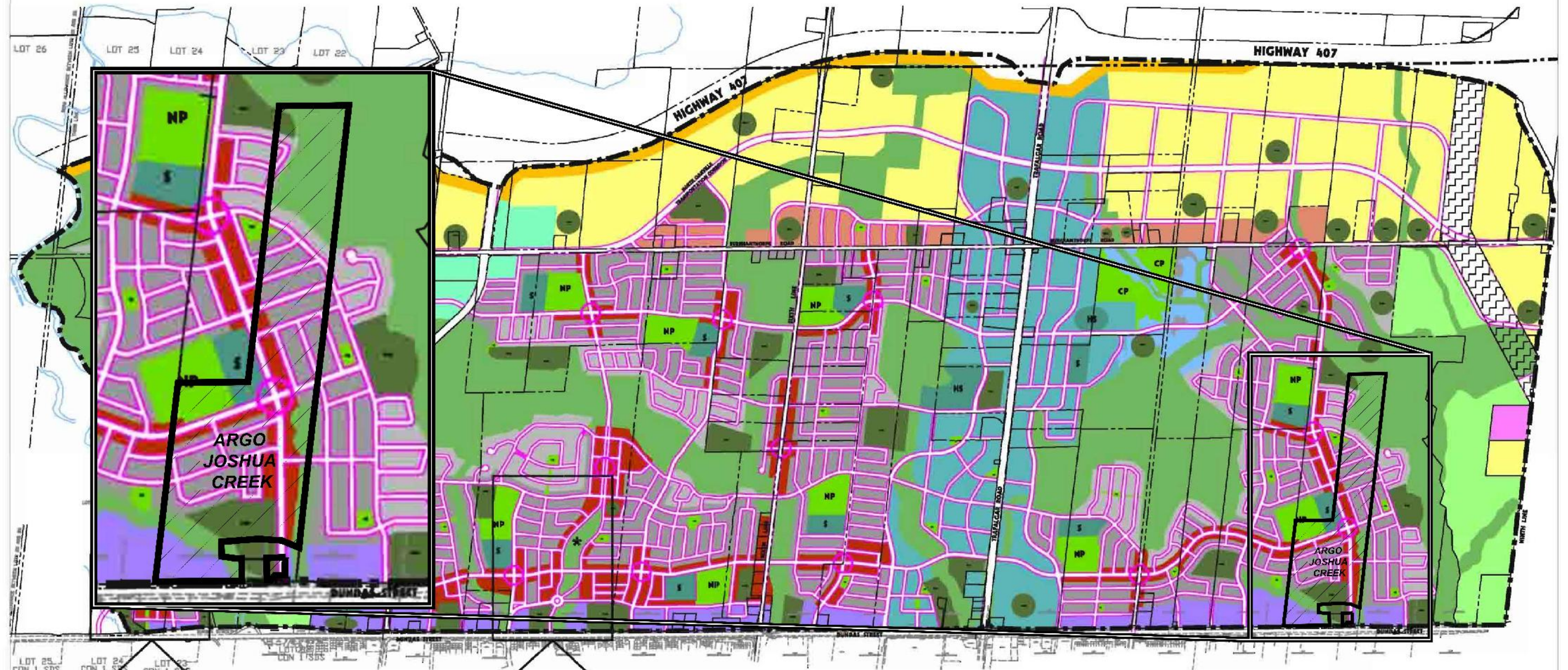
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|---|--|--|
| <ul style="list-style-type: none"> --- SECONDARY PLAN AREA BOUNDARY --- OAKVILLE / MILTON MUNICIPAL BOUNDARY ==== PROVINCIAL FREEWAY --- MAJOR ARTERIAL/TRANSIT CORRIDOR --- MINOR ARTERIAL/TRANSIT CORRIDOR --- AVENUE/TRANSIT CORRIDOR --- 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

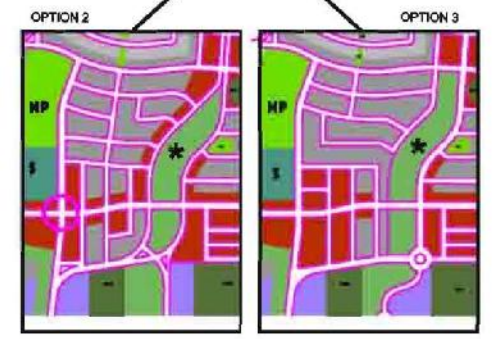
FIGURE NOE 2
Land Use Plan

February 2008





LOT 25 CON 1 SDS LOT 24 CON 1 SDS LOT 23 CON 1 SDS



Town of Oakville

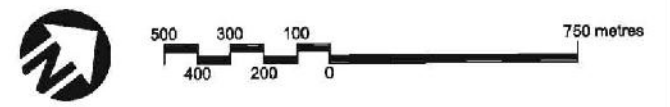
Appendix 7.3
North Oakville Master Plan

February 2008

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

LEGEND

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



- 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 is prioritized in the design of the proposed development and has been delineated with appropriate buffers to ensure that its functional role is preserved. The proposed NHS blocks will connect to adjacent NHS lands to provide continuous connections between key features and their ecological functions. Several vistas are proposed along the border of the NHS to provide visual and physical connections.

7.2.3.2 Residential

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

The proposed development will contribute to the neighbourhood 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 and modified grid network proposed support various forms of transportation.

7.2.3.3 Employment

- b) To create a range of employment opportunities in residential, commercial, mixed use and employment areas.*

The proposed residential subdivision includes a mixed-use block with a potential for at grade commercial uses to provide local employment opportunities that promote live-work relationships within the neighbourhood.

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 and creates a connected street network 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 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. The mixed-use block is within the ‘Neighbourhood Centre Area’ and ‘Neighbourhood Activity Node’ and is a five to ten minute walk (400 to 800 metres) of all residential units within the proposed development. Furthermore, the Dundas Urban Core block along Dundas Street will provide transit supportive densities to support the viability of planned Higher Order 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 buggers 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.*

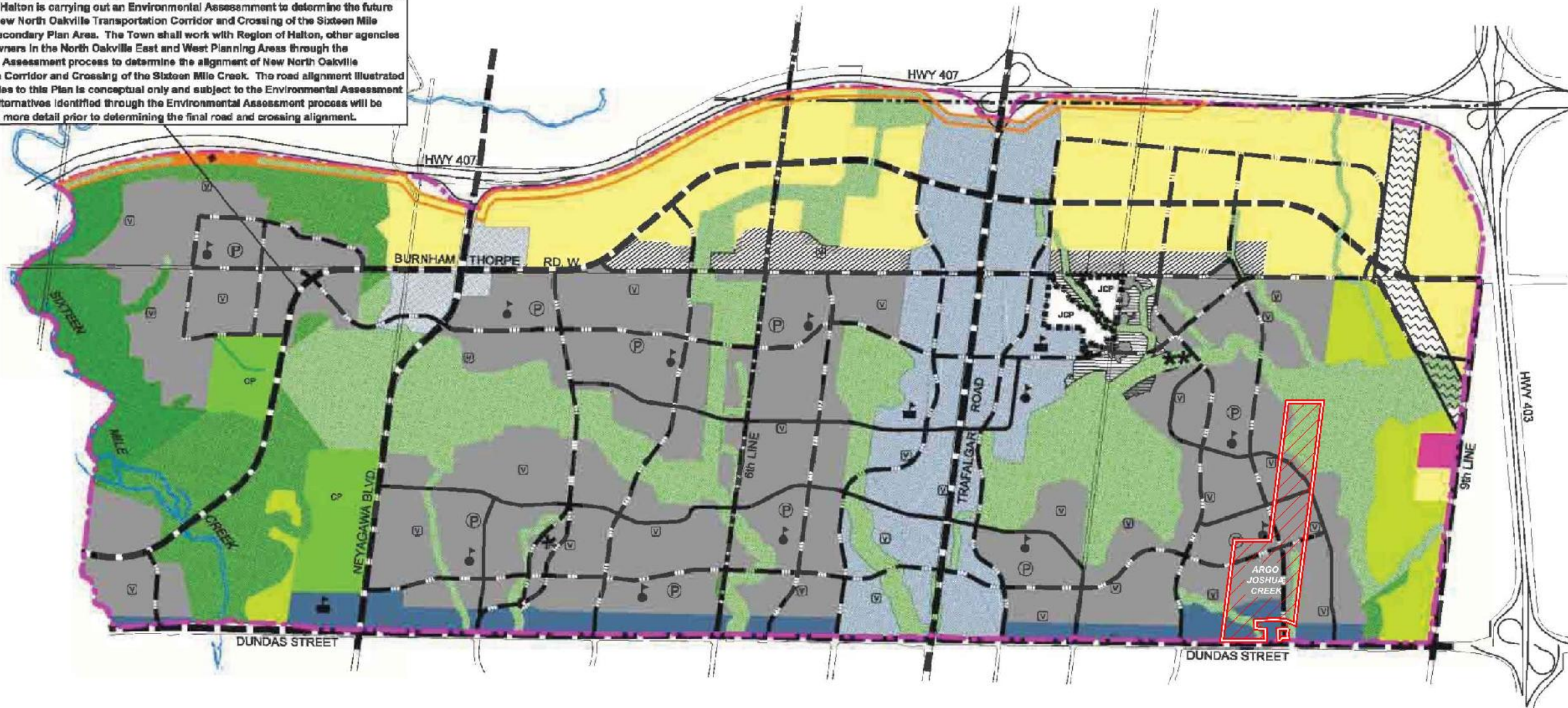
Portions of the subject lands are identified as Core Preserve Areas and include High, Medium, and Low-Constraint Stream Corridor Areas as per Figure NOE3 – North Oakville East Natural Heritage System (Figure 6). Lands identified as Core Preserve Area, High Constraint Stream Corridor, and Medium Constraint Stream Corridor will remain undeveloped and protected through their identification as NHS blocks. Areas that contain Low Constraint Stream Corridors will be developed, however their function in the watershed will be maintained in accordance with the North Oakville Creeks Subwatershed Study.

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.*
- b) Prior to the commencement of the development of any:*
- i) neighbourhood in accordance with the neighbourhood boundaries established on Figure NOE1 and, where applicable, the portion of the Dundas Urban Core that abuts the neighbourhood;*

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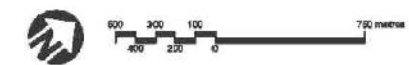
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- SECONDARY PLAN AREA BOUNDARY
- OAKVILLE / MILTON MUNICIPAL BOUNDARY
- == PROVINCIAL FREEWAY
- MAJOR ARTERIAL/TRANSIT CORRIDOR
- MINOR ARTERIAL/TRANSIT CORRIDOR
- AVENUE/TRANSIT CORRIDOR
- CONNECTOR/TRANSIT CORRIDOR
- ~ UTILITY CORRIDOR
- TRANSITWAY
- 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 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



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.

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;*
- c) *Development shall be based on a modified grid road system with interconnected networks of roads designed to disperse and reduce the length of vehicular trips and support the early integration and sustained viability of transit service. For local roads not shown on Figure NOE4, the modified grid road system will respond to topography and the Natural Heritage System component of the Natural Heritage and Open Space System. Cul-de-sacs will generally be permitted only when warranted by natural site conditions;*
- d) *The Natural Heritage component of the Natural Heritage and Open Space System forms a central feature of the Planning Area and the development form should reflect this fact. In addition, an associated comprehensive, interconnected system of trails will be developed which will generally reflect the major trail system on Figure NOE4;*
- e) *Public safety, views and accessibility, both physically and visually, to the Natural Heritage component of the Natural Heritage and Open Space System, as well as to parks, schools and other natural and civic features, will be important consideration in community design. This will be accomplished through a range of different approaches including, but not limited to, the use of single loaded roads, crescent roads, combining public open space with other public or institutional facilities (e.g. school/park campuses, easements, stormwater ponds adjacent to the Natural Heritage component of the System) and the location of high density residential and employment buildings[...];*
- f) *Parks, neighbourhood activity nodes, and other civic areas will serve as central “meeting places” for residents, particularly within neighbourhoods and sub-neighbourhoods; and*
- g) *Building densities and land uses designed to support the use of transit and the level of transit service proposed for specific areas shall be located within walking distances of transit stops and lines.*

7.5.6 Building Location

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

7.5.9 Landscape Design

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

- b) *the creation of a human scale within new development;*
- c) *the enhancement of pedestrian comfort;*
- d) *the provision of features which contribute to the definition of public open space, framing of views and focal points, direction of pedestrian movement and demarcation of areas with different functions; and,*
- e) *landscape design that promotes the use of native species and enhancement of ecological stability and integrity.*

7.5.10 Safe Community Design

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

7.5.12 Neighbourhoods

- a) *Each neighbourhood will include at its centre, approximately a five minute walk from most areas of the neighbourhood, a neighbourhood activity node which would include a transit stop and other public facilities which serve the neighbourhood such as central mail boxes or mail pickup facilities. In addition, convenience commercial facilities or similar uses will be encouraged to locate at the neighbourhood activity node;*

- b) *Neighbourhoods shall be primarily residential in character, but will include mixed use development including commercial, institutional, live-work and civic facilities; and,*
- c) *Within neighbourhoods, a range of lot sizes, building types, architectural styles and price levels shall be provided to accommodate diverse ages and incomes;*

The proposed development shall be designed to be consistent with the ‘Community Design Strategies’ as it follows the approximate configuration of Figure NOE1-Community Structure (*Figure 7*). It provides a compact built form, transit supportive densities, community gathering spaces and visual variety in architectural design. The proposed plan follows the approximate modified grid network identified in Figure NOE4-Transporation Plan (*Figure 8*), thereby providing safe and pedestrian friendly environments with a unique sense of space. A mixed-use block will be provided at the Neighbourhood Activity Node which may include a transit stop and ground floor commercial uses. The mixed-use and Dundas Urban Core blocks will provide additional unit types and sizes to further accommodate families of diverse ages, incomes and sizes. Further details of how the proposed development will accomplish these proposed objectives will be provided later at the detailed design stage.

7.6 Land Use Strategy

7.6.3 Natural Heritage System Area

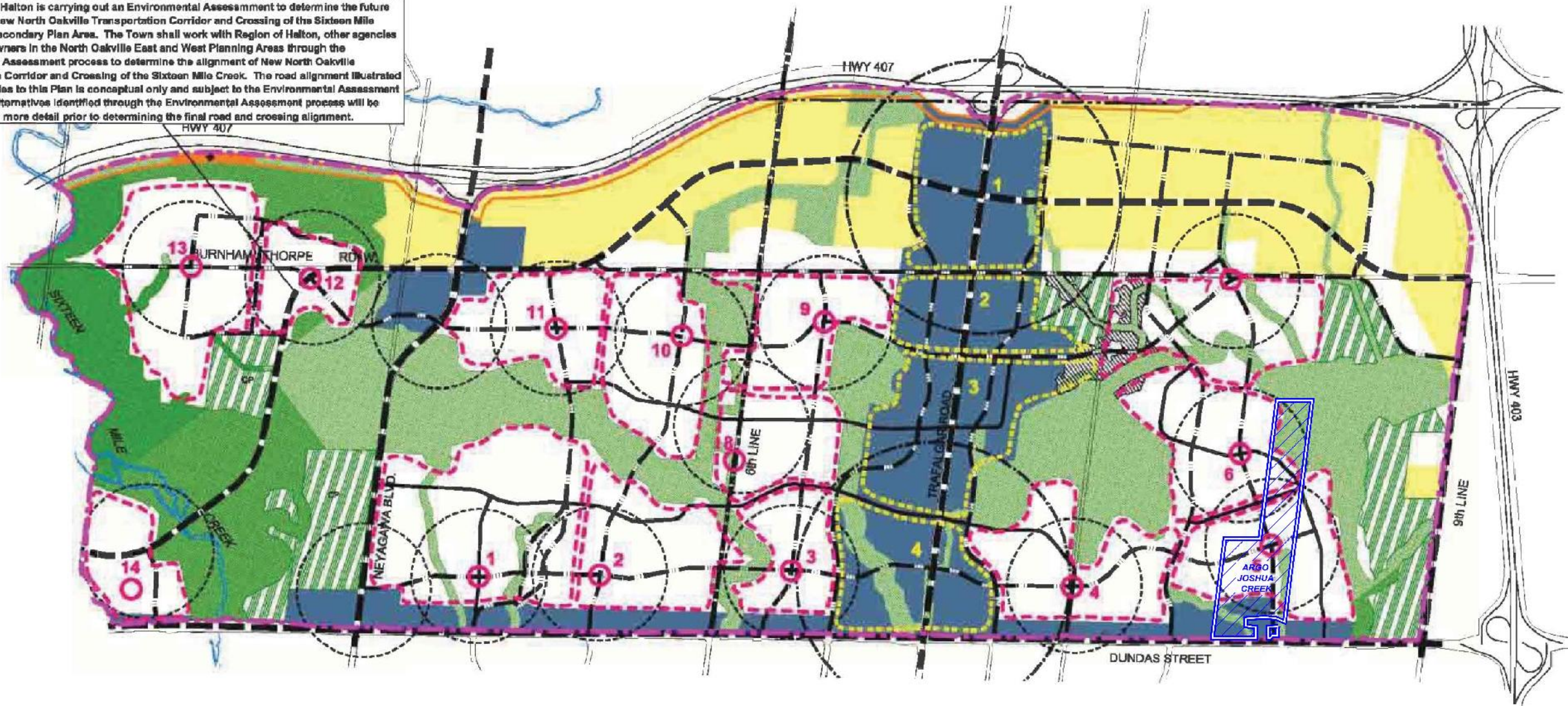
a) Purpose

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. Two open space 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.

7.6.5 Dundas Urban Core 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

- | | |
|---|--|
| <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 TRANSITWAY UNDERLYING LAND USE NOT DETERMINED subject to Section 7.4.7.1(b)(i) | <ul style="list-style-type: none"> 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



New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
 The Region of Halton is carrying out an Environmental Assessment to determine the future alignment of New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek in the Secondary Plan Area. The Town shall work with Region of Halton, other agencies and the landowners in the North Oakville East and West Planning Areas through the Environmental Assessment process to determine the alignment of New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek. The road alignment illustrated on the schedules to this Plan is conceptual only and subject to the Environmental Assessment process. All alternatives identified through the Environmental Assessment process will be investigated in more detail prior to determining the final road and crossing alignment.



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

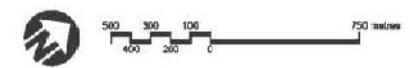
LEGEND

- | | |
|--|---|
| --- SECONDARY PLAN AREA BOUNDARY | ■ BUSWAY CORRIDOR |
| --- OAKVILLE/MILTON MUNICIPAL BOUNDARY | --- MAJOR TRAIL SYSTEM |
| — PROVINCIAL FREEWAY | Ⓣ TRANSIT TERMINAL |
| — MAJOR ARTERIAL/TRANSIT CORRIDOR | ■ NATURAL HERITAGE SYSTEM AREA |
| — MINOR ARTERIAL/TRANSIT CORRIDOR | ** SUBJECT TO SECTIONS 7.4.7.3 c viii & 7.4.14.3 d) |
| — AVENUE/TRANSIT CORRIDOR | TRANSIT SERVICE CONCEPT |
| — CONNECTOR/TRANSIT CORRIDOR | — INTER-REGIONAL TRANSIT CORRIDOR SERVICE |
| — TRANSITWAY CORRIDOR | — PRIMARY TRANSIT CORRIDOR SERVICE |
| ● UNDERLYING LAND USE NOT DETERMINED
subject to Section 7.4.7.1(b)(i) | — SECONDARY TRANSIT CORRIDOR SERVICE |
| | — COMMUNITY SERVICE |

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

FIGURE NOE 4
Transportation Plan

February 2008



7.6.5.1 Purpose

The Dundas Urban Core Area designation on Figure NOE2 is intended to allow the creation of a band of mixed use development at medium and high densities with a clustering of retail and service commercial development and/or high density buildings at the intersections with north/south streets.

Lands within the Dundas Urban Core Area will be planned for medium and high density residential development. The exact type and configuration will be decided later in the development approval process.

7.6.7 Neighbourhood Area

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.*
- *Notwithstanding the above, a minimum of one mixed use or non-residential building, in accordance with the provisions in Section 7.6.7.1.c) is required at the intersection of each neighbourhood activity node identified on Figure NOE1.*

c) Land Use Policies

- *Mixed-use development will be focused at neighbourhood activity nodes, identified on Figure NOE1, which will include a transit stop and other public facilities which serve the neighbourhood such as central mail boxes, or mail pickup facilities. In addition, 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.*

The proposed development complies with the policies of the Neighbourhood Centre Area as it proposes laneway townhouses, and street townhouses, which are permitted uses within the Neighbourhood Centre Area. Furthermore, a mixed-use block is proposed at the Neighbourhood Activity Node, at the intersection of Street 'A' and 'B'. All three townhouse types are three storeys in height and provide a net density of 55.5 uph which complies within the minimum and maximum height and density regulations. The proposed mixed use block concept can potentially accommodate a six storey mixed use building (Appendix I). The exact configuration, density and height will be decided later in the development approval process and will comply with the minimum and maximum height and 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 complies with the policies of the General Urban Area as it proposes a variety of back-to-back townhouses, street townhouses, and single detached dwellings, which are a permitted use in the General Urban Area. The proposed single detached dwellings will be two-storeys in height and provide a density of 41 uph and therefore comply 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, o Maximum height – 3 storeys.*

Larger single detached dwellings at a density of 21.2 uph are proposed within the Sub-Urban Area and are permitted under the NOESP.

7.6.12 Neighbourhood Park Area

7.6.12.2 Permitted Uses, Buildings and Structures

The main permitted uses shall be the range of active and passive recreation uses appropriate to the neighbourhood scale ranging from sports fields, splash pads, tennis courts, seating areas and nature viewing. Accessory parking areas shall also be permitted.

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

A 1.60 hectare partial neighbourhood park block is proposed within the Neighbourhood Park Area near the centre of the proposed development. The neighbourhood park is bound by Streets ‘A’ and ‘B’, both of which are identified as future transit routes and are expected to contain signed cycling routes, making access to the park easy and convenient. The proposed neighbourhood park will be combined with the adjacent neighbourhood park block in the Mattamy Joshua Creek Phase 3 subdivision. Together the parks will be 4.44 hectares, within the permitted range.

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.

Within the lands designated as ‘Elementary School Site’ a portion of a neighbourhood park has been proposed. While the primary permitted use within this land use designation are schools, parks are also permitted in these areas. Therefore, the proposed neighbourhood park complies with the policies of the ‘Elementary and School Sites’ land use designation. An elementary school block has been proposed on the adjacent Dunoak subdivision to the west instead, per a request from the school board that the school block be provided by a single landowner.

7.9.2 Phasing

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 illustrated in Figure 7 North Oakville East Community Structure Plan, the south portion of the property is in Neighbourhood 5, and the north portion in Neighbourhood 6. Neighbourhood 5 can develop as part of Phase NOE1, but Neighbourhood 6 will be held until 75% of gross developable area in Phase NOE1 is registered. As several Mattamy subdivisions in Phase NOE1 have been draft approved, it is anticipated that their future registration will trigger Phase NOE2 and development of Neighbourhood 6.

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

- The proposed development proposes densities that will be supportive of transit;
- The proposed mixed-use block will provide employment opportunities while also providing residents with access to service commercial and retail uses;
- The proposed design generates pedestrian activity through the use of a modified grid network, amenities and commercial space within walking distance of all residential uses;

- 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 achieves the objectives of the Neighbourhood Park designation by providing a partial 1.60 hectare neighbourhood park block that will provide a range of recreational uses and serve as a community gathering point;
- The proposed development is generally consistent with the North Oakville East Master Plan;
- The proposed development achieves the objectives of the Neighbourhood Centre Area category by providing medium density residential and commercial uses along an avenue/transit corridor;
- The proposed development achieves the objectives of the General Urban Area category by providing variety of low-density residential uses at a higher density than the Sub-urban Area;
- The proposed development achieves the objectives of the Sub-Urban Area category by providing single detached dwellings at a lower density than the rest of the neighbourhood;
- The proposal will help achieve the 'North Oakville East Population and Housing Target' for low and medium density development;
- The proposed development is located in Phase NOE1 and the priority neighbourhoods of Phase NOE2 and will develop according to the phasing policies; and
- The proposed development recognizes and protects the Natural Heritage Features by incorporating appropriate buffers, neighbouring land uses and ensuring connectivity with adjacent NHS features.

4.0 PUBLIC INFORMATION MEETING

A Public Information Meeting for the subject lands was held on August 8, 2019 from 7: 00 pm to 8:00 pm in the Oakville Room at Town Hall. Notice was mailed to residents and regulating authorities on July 23, 2019. The meeting was not attended by any members of the public, council or Town staff. Further, we have not received any correspondence from the public by way of the regulating authorities identifying any potential concerns with the proposed development at the time of this submission.

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 NOESP.

Proposed Zoning

The proposal seeks to rezone the subject lands to new site-specific Neighbourhood Centre Performance Zone 2 (NC-2-*), Neighbourhood Centre (NC-**), site-specific General Urban (GU-***), site-specific Suburban Area (S-**** zones), Dundas Urban Core (DUC-*****), Stormwater Management Facility (SMF), Park (P), and Natural Heritage System Zones (NHS).

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

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 Growth Plan for the Greater Golden Horseshoe, Region of Halton Official Plan, Liveable 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 321 and OPA 15;
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 proposal will help achieve the 'North Oakville East Population and Housing Target' for low, medium and high density development.;

7. The proposal includes a mixed use block at the intersection of the designated neighbourhood activity node, which will serve the neighbourhood, promote live-work relationships and activate the streetscape;
8. The proposed development is located along an identified Higher Order Transit Corridor and will provide an urban form and densities that support the viability of existing and future transit services;
9. The proposed development provides a density and road fabric that is supportive of transit use and active transportation;
10. The proposed development will provide a mix and range of unit types and sizes to support families of different size, age and incomes;
11. The highly interconnected modified grid road pattern will establish an efficient and safe pedestrian movement system via sidewalks, walkways and trails;
12. The Natural Heritage System is protected by the inclusion of buffers and setbacks; and
13. Important views of the Natural Heritage System are provided throughout the development.

Respectfully submitted,

KORSIAK URBAN PLANNING



Constance Ratelle, MPlan, RPP

**ARGO
JOSHUA CREEK
BLOCK 278**

PRELIMINARY MIXED USE
CONCEPT PLAN
For Discussion Purposes Only

Unit Count	
6-Storey Mixed Use	±95 units
TOTAL	±95 units

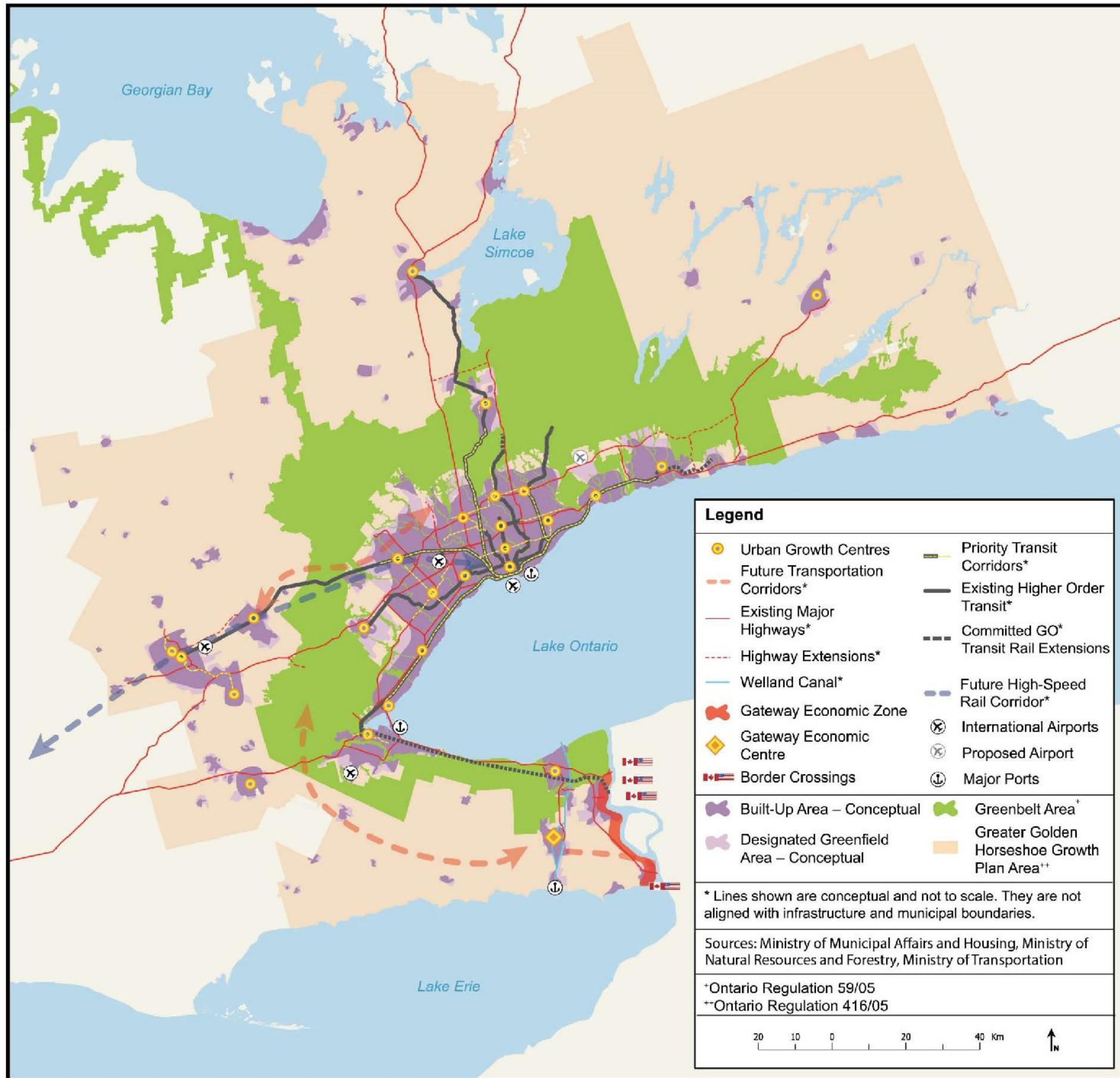
Parking
Commercial Parking Required: ±450m²
@ 1 space/30 m² = ±15 spaces
Surface Parking Provided = ±15 spaces
Resident Parking: Provided underground
Residential Visitor Parking: ±95 units @
0.2 = ±19 spaces, to be provided
underground or shared with commercial
parking

— Site Area: 0.44 ha
Density: ±216 UPH



Scale 1:500
December 20, 2019

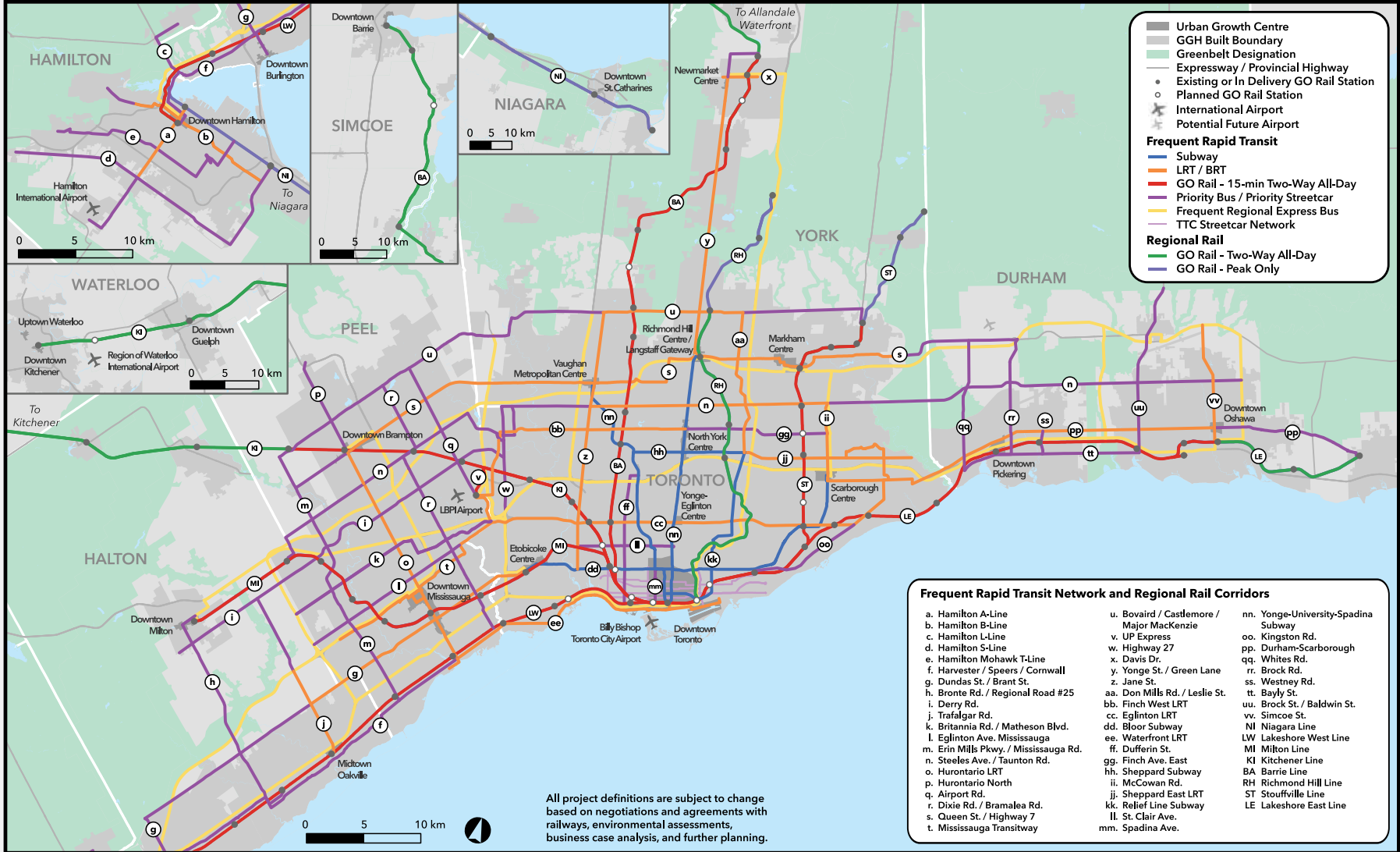




SCHEDULE 2
A Place to Grow Concept

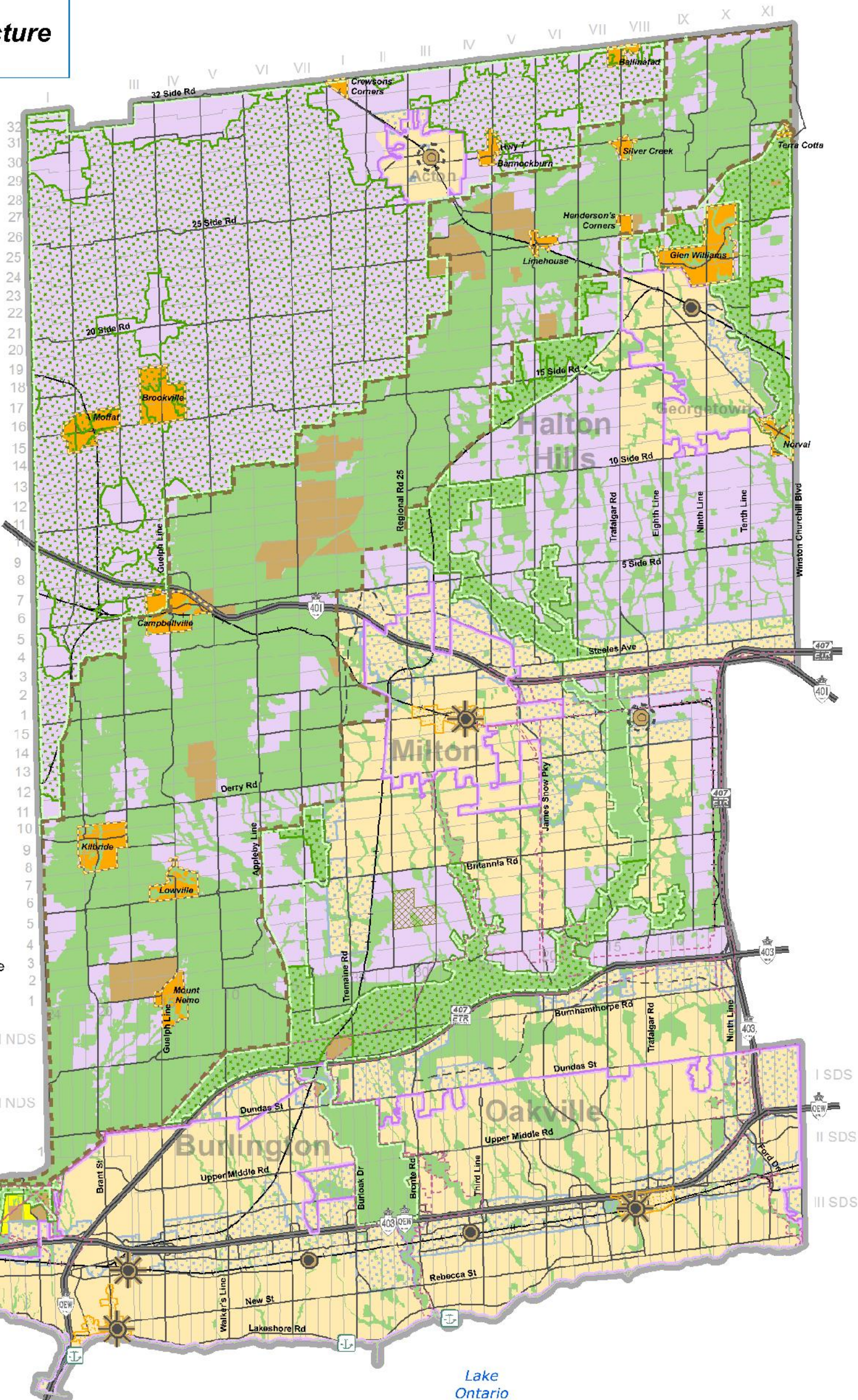
Note: The information displayed on this map is not to scale, does not accurately reflect approved land-use and planning boundaries, and may be out of date. For more information on precise boundaries, the appropriate municipality should be consulted. For more information on Greenbelt Area boundaries, 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



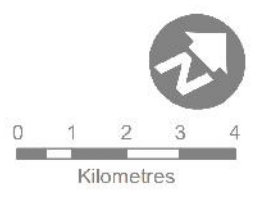
Map 1 Regional Structure

Approved 2015-09-28



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

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



- Waterfront Park (See Map 2)
- Major Transit Station
- Proposed Major Transit Station
- Mobility Hub
- Rail Line
- Proposed Major Arterial
- Major Road
- Provincial Freeway
- Lot and Concession Line
- Municipal Boundary
- Urban Area *Approved 2013-10-21*
- Hamlet
- Agricultural Area
- Regional Natural Heritage System *
- Mineral Resource Extraction Area
- North Aldershot Policy Area
- Greenbelt Natural Heritage System (Overlay)
- Greenbelt Plan Protected Countryside Boundary
- Niagara Escarpment Plan Boundary
- Parkway Belt West Plan Boundary
- Built Boundary
- Employment Area *Approved 2013-10-21*
- Urban Growth Centre
- Area Eligible for Urban Servicing
- Halton Waste Management Site

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

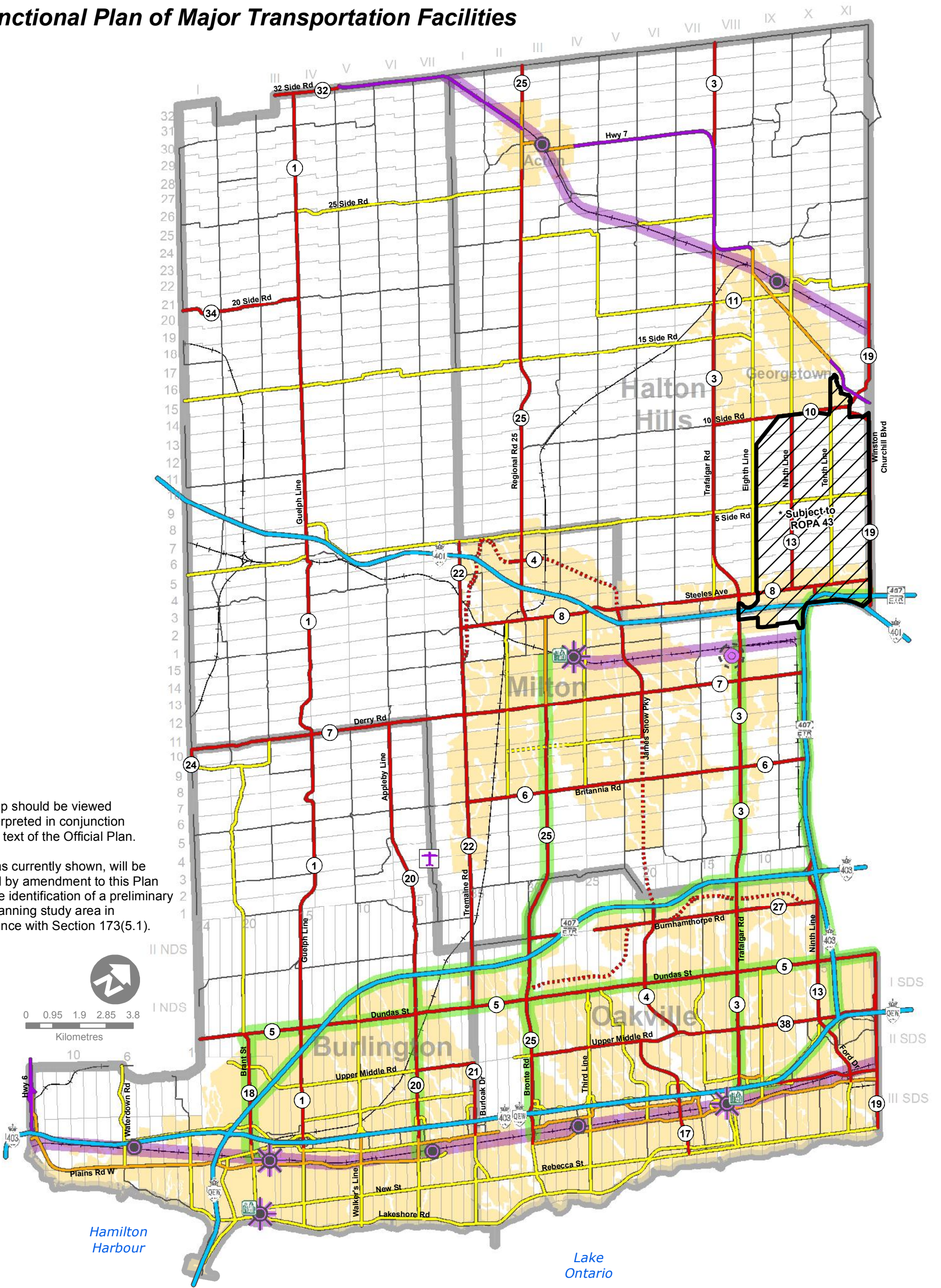
Municipality	2012-2016	2017-2021	2022-2026	2027-2031
Halton Region				
Units in Designated Greenfield Area	17,899	16,606	16,350	14,371
Low Density Units	11,322	11,398	9,855	10,622
Medium & High Density Units	6,577	5,208	6,495	3,749
Units inside the <i>Built Boundary</i>	9,187	12,245	11,606	11,699
Employment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

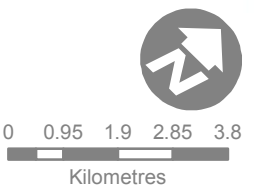
Approved 2013-10-21

Map 3 Functional Plan of Major Transportation Facilities



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

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

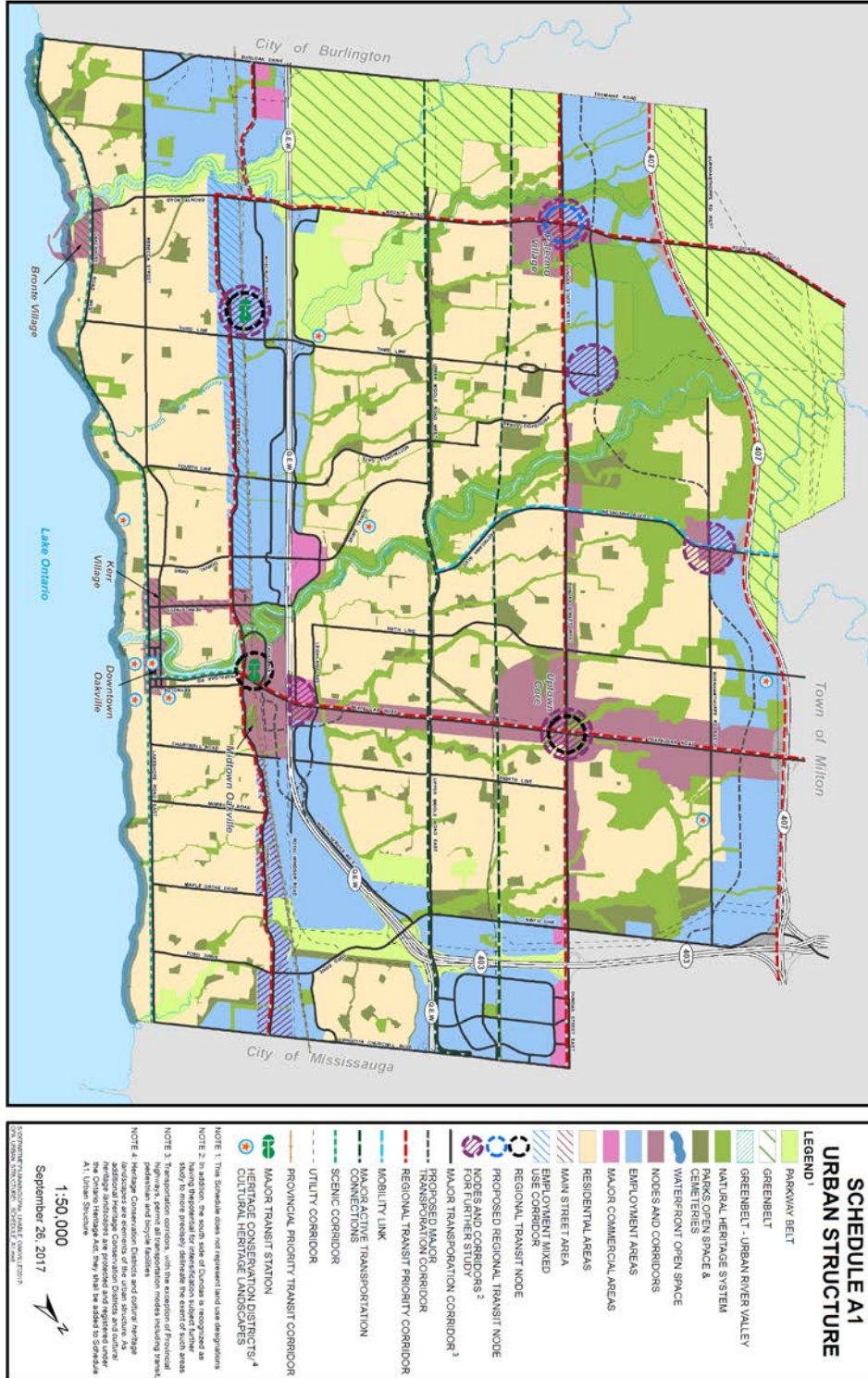


- Urban Growth Centre
- Mobility Hub
- Major Transit Station
- Proposed Major Transit Station
- Airport
- Rail Line
- Major Road
- Lot and Concession Line
- Municipal Boundary
- Urban Area
- Higher Order Transit Corridor
- Commuter Rail Corridor
- HPBATS / GTA West Corridor Protection Area
Under Appeal - See OMB Case No. PL 140744
- Provincial Highway
- Major Arterial
- Multi-Purpose Arterial
- Minor Arterial
- Provincial Freeway
- Proposed Major Arterial
- Proposed Minor Arterial

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

APPENDIX C

Changes to Schedules of the Livable Oakville Plan



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 8, Concession 1, North of Dundas Street (formerly Diam)
(Argo (Joshua Creek) Developments Ltd.)

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.*, 8.**, 8.***, 8.****, and 8.***** as follows:

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

8.**	Part of Lot 8, Concession 1, NDS (formerly Diam) (Argo (Joshua Creek) Developments Ltd.)		Parent Zone: NC
Map 12(6)			(2020-XXX)
8.**.1 Zone Regulations for All Lands			
The following regulations apply to all <i>buildings</i> :			
a)	Any podium, stepped back, or terraced portions of a <i>building</i> are permitted below the minimum <i>height</i> .		
b)	Section 4.17.1 i) shall not apply.		
c)	Notwithstanding the maximum width in Table 4.21(g), the maximum width of Bay, Box Out and Bow Windows with or without foundations which may be a maximum of three <i>storeys</i> in height and which may include a door.	4.0 m	
d)	Notwithstanding Section 4.27, for <i>corner lots</i> or lots abutting the Natural Heritage System (NHS) zone, a <i>porch</i> shall have a minimum depth from the exterior of the <i>building</i> to the outside edge of the <i>porch</i> of 1.5 metres. Required depths shall be provided for a minimum of 40% of the <i>porch</i> . However, steps may encroach into the required depth.		
e)	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.		
f)	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> .		

8.***	Part of Lot 8, Concession 1, NDS (formerly Diam) (Argo (Joshua Creek) Developments Ltd.)		Parent Zone: GU
Map 12(6)			(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 <i>corner lots</i> or lots abutting the Park (P) zone, a <i>porch</i> shall have a minimum depth from the exterior of the <i>building</i> to the outside edge of the <i>porch</i> of 1.5 metres. Required depths shall be provided for a minimum of 40% of the <i>porch</i> . However, steps may encroach into the required depth.	
c)	Notwithstanding Section 4.27, a <i>porch</i> shall have walls that are open and unenclosed for at least 40% of the total area of the vertical planes forming its perimeter, other than where it abuts the exterior of the <i>building</i> or insect screening.	
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> .	

8.****	Part of Lot 8, Concession 1, NDS (formerly Diam)	Parent Zone: S
Map 12(6)	(Argo (Joshua Creek) Developments Ltd.)	(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 <i>corner lots</i> or lots abutting the Natural Heritage System (NHS) zone, a <i>porch</i> shall have a minimum depth from the exterior of the <i>building</i> to the outside edge of the <i>porch</i> of 1.5 metres. Required depths shall be provided for a minimum of 40% of the <i>porch</i> . However, steps may encroach into the required depth.	

c)	Notwithstanding Section 4.27, a <i>porch</i> shall have walls that are open and unenclosed for at least 40% of the total area of the vertical planes forming its perimeter, other than where it abuts the exterior of the <i>building</i> or insect screening.	
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 the minimum <i>rear setback yard</i> in Section 7.7.2, the minimum <i>rear yard setback</i> for a <i>single detached dwelling street access attached private garage</i>	6.0 m

8.*****	Part of Lot 8, Concession 1, NDS (formerly Diam) (Argo (Joshua Creek) Developments Ltd.)	Parent Zone: DUC
Map 12(6)		(2020-xxx)
8.*****.1 Additional Permitted Building Types		
The following additional buildings are permitted:		
a)	<i>Townhouse dwelling unit street access private garage</i> , subject to the standards of the Neighbourhood Centre (NC) Zone unless modified by this Special Provision.	
b)	<i>Stacked townhouse dwelling</i> including each <i>dwelling unit</i> having an independent entrance subject to the regulations of the NC Zone unless modified by this Special Provision.	
8.*****.2 Zone Regulations for All Lands		
a)	Any podium, stepped back, or terraced portions of a <i>building</i> are permitted below the minimum <i>height</i> .	
b)	Designated residential visitor <i>parking spaces</i> may be counted toward non-residential <i>parking spaces</i> and may be provided in any combination.	

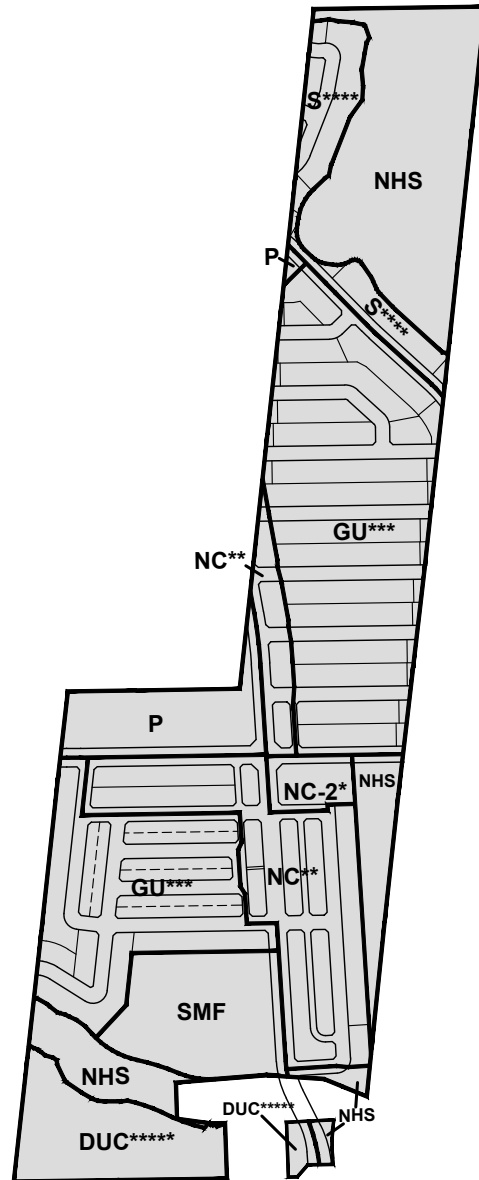
3. This By-law comes into force in accordance with Section 36 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

PASSED this XXth day of _____, 2020

MAYOR

CLERK

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

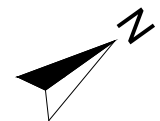


AMENDMENT TO BY-LAW 2009-189



Rezoned from Existing Development (ED) to
Neighbourhood Centre (NC-2 sp.*, NC sp.**);
General Urban (GU sp.***);
Sub-Urban (S sp.****);
Dundas Urban Core (DUC sp.*****);
Natural Heritage System (NHS);
Park (P); and
Storm Water Management Facility (SMF)

EXCERPT FROM MAP
12 (6)



1:9000