

PLANNING JUSTIFICATION REPORT

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

Digram Developments Oakville Inc.

**3380 Sixth Line
Part of Lot 16, Concession 1, North of Dundas Street
Town of Oakville**

January 2020

Prepared for:

Digram Developments Oakville Inc.

Prepared by:

Korsiak Urban Planning

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1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Digram Developments Oakville Inc. to prepare this Planning Justification Report in support of applications for an Official Plan Amendment, Zoning By-law Amendment, and a Draft Plan of Subdivision required to permit the proposed development of 3380 Sixth Line, legally referred to as Part of Lot 16, Concession 1, North of Dundas Street. The purpose of this report is to outline the nature of the proposal and to evaluate the development in the context of the policies of the Provincial Policy Statement, the Provincial Growth Plan, the Region of Halton Official Plan, Livable Oakville Plan and North Oakville East Secondary Plan (NOESP).

1.1 SUPPORTING STUDIES

The following required studies (plans and reports) identified in the Pre-Consultation meeting on July 24, 2019 have been prepared under separate cover in support of the proposed applications:

- | | |
|--|---------------------------------|
| • Archeological Assessment | – Archaeological Services Inc. |
| • Density Plan & Planning Statistics | – Korsiak Urban Planning |
| • Environmental Implementation Report (EIR) & Functional Servicing Study (per Area Servicing Plan) | – Urbantech Consulting, et.al. |
| • Environmental Site Assessment (Phase 1) | – WSP Canada Inc. |
| • Survey | – Holding Jones Vanderveen Inc. |
| • Urban Design Brief | – Korsiak Urban Planning |

1.2 SITE DESCRIPTION AND CONTEXTUAL ANALYSIS

The subject lands are located west of Sixth Line, between Dundas Street West and Burnhamthorpe Road West (*Figure 1 –Context Photo*). The property is rectangular in shape with a total area of 8.1 hectares, and approximately 197 metres of frontage along Sixth Line. Existing uses include a single detached house and barn associated with former agricultural uses. A tributary to the Upper West Morrison Creek traverses the property from the north-east corner to the south.

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



FIGURE 1
CONTEXT PHOTO

- North: vacant lands (agricultural); Natural Heritage System (NHS) Core Preserve Area 7; and Burnhamthorpe Road West.
- East: Sixth Line; registered residential subdivisions under construction.
- West: future extension of Preserve Drive; and vacant lands for future residential development (Mattamy Preserve Phase 4 Subdivision).
- South: vacant lands subject to a proposed residential subdivision inclusive of a future mixed-use block (ARGO West Morission Creek); future Street 'A'; and NHS Core Preserve Area 5.

The area will be served by future bus routes along Sixth Line and Street 'A'/Marvin Avenue. Sixth Line is a Minor Arterial/Transit Corridor road, planned to be widened to 31 meters in the near future with up to 4 lanes of travel as per the completed Class Environmental Assessment. The future Street 'A' is a designated Connector/Transit Corridor road that will bisect the site from east-to-west, connecting to the future extension of Preserve Drive. Existing bus routes 5 and 5A currently serve the established subdivision to the south, providing connections to key destinations to the south (the Uptown Core Bus Terminal, Sheridan College, and the Oakville GO Station) and to the west (Oakville Trafalgar Memorial Hospital) making public transit a feasible option.

2.0 PROPOSED DEVELOPMENT

Digram Developments Oakville Inc. is proposing to develop the subject lands with a mixture of medium and high-density residential dwelling types (*Figure 2- Draft Plan of Subdivision*). The proposal includes part of a stormwater management pond (Block 24) and Natural Heritage System areas (Blocks 25 and 26) to accommodate the channel for the creek, with a combined size of 2.54 hectares that divides the site in half. The stormwater management (SWM) pond and NHS blocks provide a north-south open space corridor and connection to the NHS Core Preserve Areas 5 and 7. The overall development will consist of 501 dwelling units in the form of 141 street townhouses west of the NHS and SWM blocks, and three six-storey apartment buildings totalling 360 units to the east, along Sixth Line. Access to the apartments will be provided via Street 'A', with a major trail along the east side of the channel for additional pedestrian connectivity. Access to the western half of the site is provided via a future extension of Preserve Drive with intersections at Street 'A' and proposed local streets 'C' and 'D'.

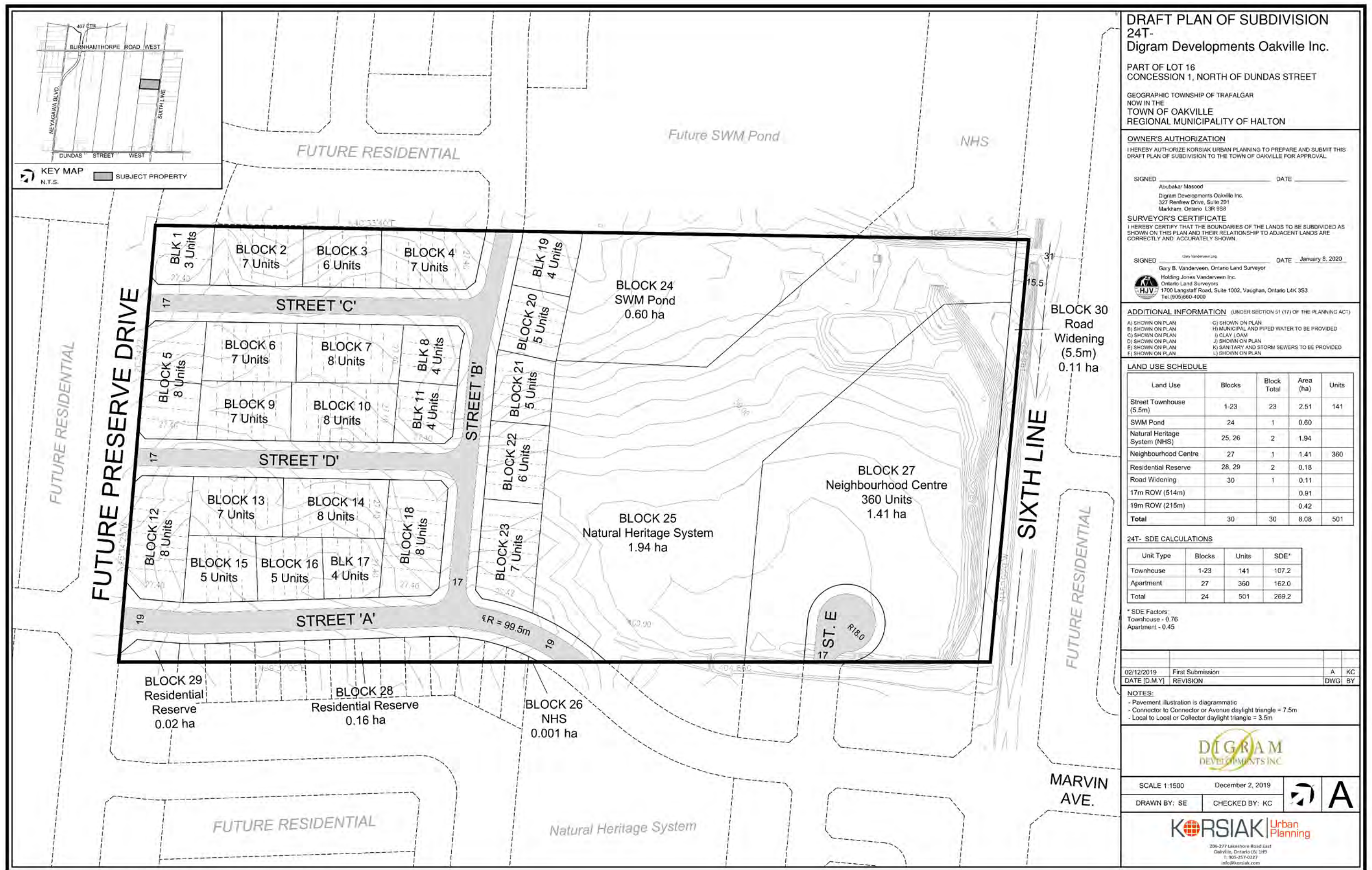


FIGURE 2
DRAFT PLAN OF SUBDIVISION

A Plan of Subdivision is required to subdivide the land for the proposed uses. An Official Plan Amendment is required to permit an increase in residential density from 150 units per hectare (uph) to 260 uph within the Neighbourhood Centre Area located between Sixth Line and the NHS Block. As the lands are currently zoned 'Existing Development (ED)', a Zoning By-law Amendment is required to implement the NOESP.

3.0 POLICY FRAMEWORK

3.1 PROVINCIAL POLICY STATEMENT

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

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

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

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

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

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

The subject lands are located within the ‘Settlement Area’ and are within the ‘Designated Greenfield Area’ as shown on Schedule 2-A Place to Grow Concept (*Appendix I*). The Growth Plan policies that apply are further described in *Appendix I*, which includes: Section 1.21 for ‘Guiding Principles’; Section 2.2.1 for ‘Managing Growth’; Section 2.2.6 for ‘Housing’; and Section 2.2.7 for ‘Designated Greenfield Areas’.

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

- The proposal is located within a Settlement Area and Designated Greenfield Area;
- It provides a range of unit types and sizes for different household sizes, incomes, and ages;
- The proposed development helps to achieve the minimum density target within the GGH Region;
- The proposal is supportive of active transportation, transit corridors, and public transit services;
- The proposal enhances the vitality and viability of the lands north of Dundas Street;
- The proposed development makes use of existing and planned for infrastructure and public service facilities; and,
- The proposal increases long-term economic prosperity by optimizing public services.

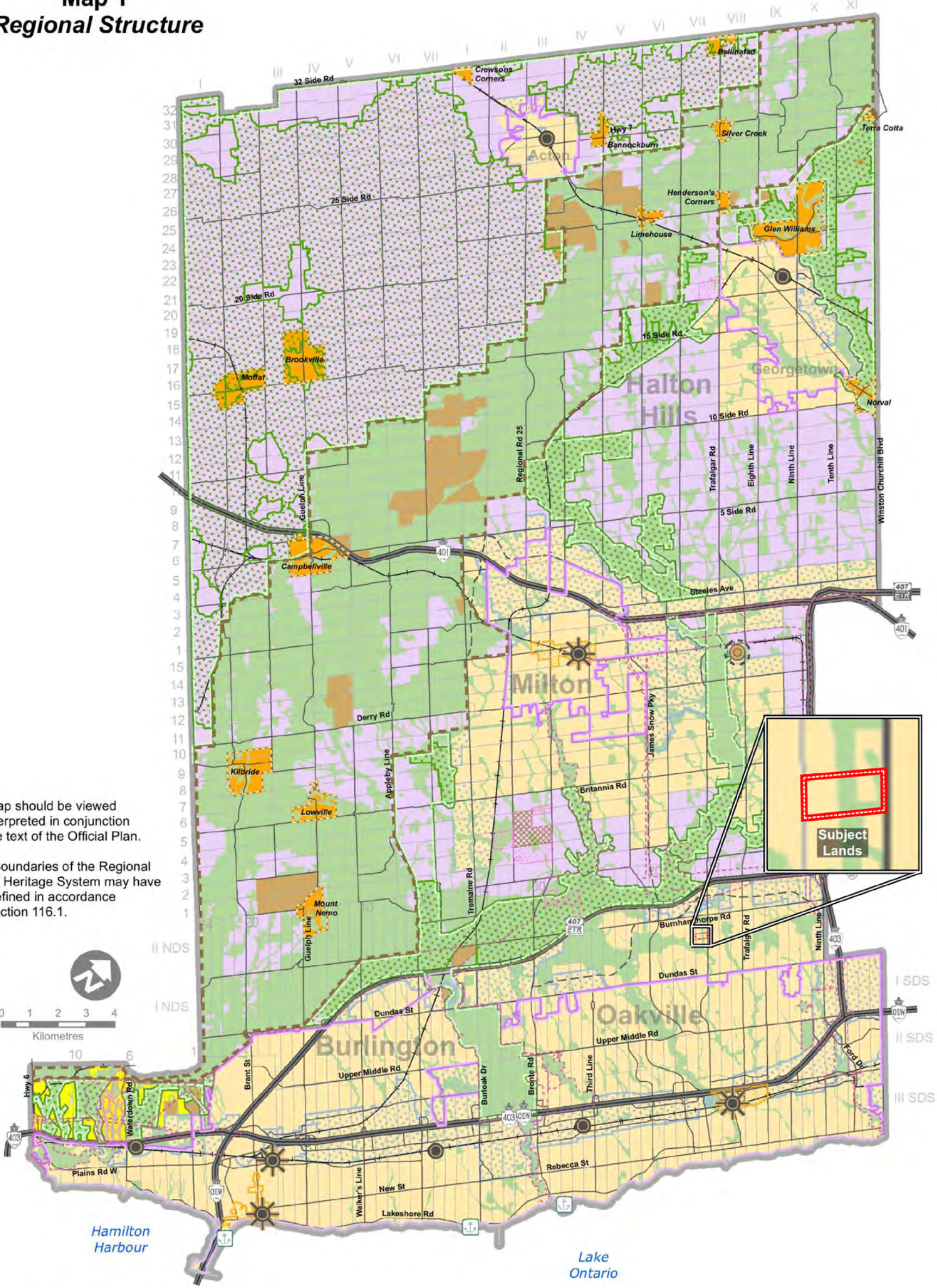
3.4 REGION OF HALTON OFFICIAL PLAN

The Region of Halton Official Plan (ROP) provides direction as 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 objectives and policies to create an urban structure to effectively accommodate future growth. The subject lands are designated ‘Urban Area’ and ‘Natural Heritage System’ in Map 1 – Regional Structure (*Figure 3*).

Map 1
Regional Structure

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

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



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

June 19, 2018

FIGURE 3
REGIONAL STRUCTURE

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

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

- The subject lands are within the Urban Area where urban services are planned for;
- The proposal recognizes and provides for connectivity to Regional NHS designated areas;
- The proposal provides convenient access to the Regional transportation network;
- The proposed built forms are complementary to existing developed areas; and
- The proposed development contributes to the Regional density target and Regional housing target with 100% of the new units as townhouses and apartment buildings.

3.5 TOWN OF OAKVILLE OFFICIAL PLAN – LIVABLE OAKVILLE

The Livable Oakville Plan sets out how lands shall be used and how growth should occur through to 2031. As the subject lands are located within the North Oakville East Secondary Plan (NOESP), they are not subject to the policies of the Livable Oakville Plan.

3.6 NORTH OAKVILLE EAST SECONDARY PLAN (NOESP)

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

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

General Development Objectives that are relevant include:

7.2.3.1 Environment and Open Space

- a) *To establish as a first priority of the Town, a natural heritage and open space system, within the context of an urban setting, the majority of which is in public ownership;*
- b) *To create a sustainable natural heritage and open space system which provides a balance between active and passive recreational needs and links to the existing open space system within the Town;*
- c) *To identify, protect and preserve natural heritage features within the natural heritage component of the natural heritage and open space system and ensure that their use respects their functional role as natural areas within the ecosystem;*
- d) *To incorporate measures intended to achieve the goals of environmental protection and enhancement including energy conservation, greenhouse gas reduction, and increased utilization of public transit;*
- e) *To preserve and protect ESA’s, ANSI’s, provincially significant wetlands and significant woodlands which form the core of the natural heritage component of the natural heritage and open space system, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long term sustainability of the natural heritage component of the system within the urban context.*

The proposed subdivision includes an NHS block for the tributary to the Upper West Morrison Creek, and provides a linkage corridor between two NHS Core Areas to ensure continuous connectivity between key features and their ecological functions. The NHS block follows a preliminary channel design outlined in the EIR Addendum previously submitted and under review by the Town and Conservation Halton. The NHS is sized to accommodate the required channel components with appropriate buffers and a trail east of the channel. Vistas are proposed along the NHS to provide visual and physical connections.

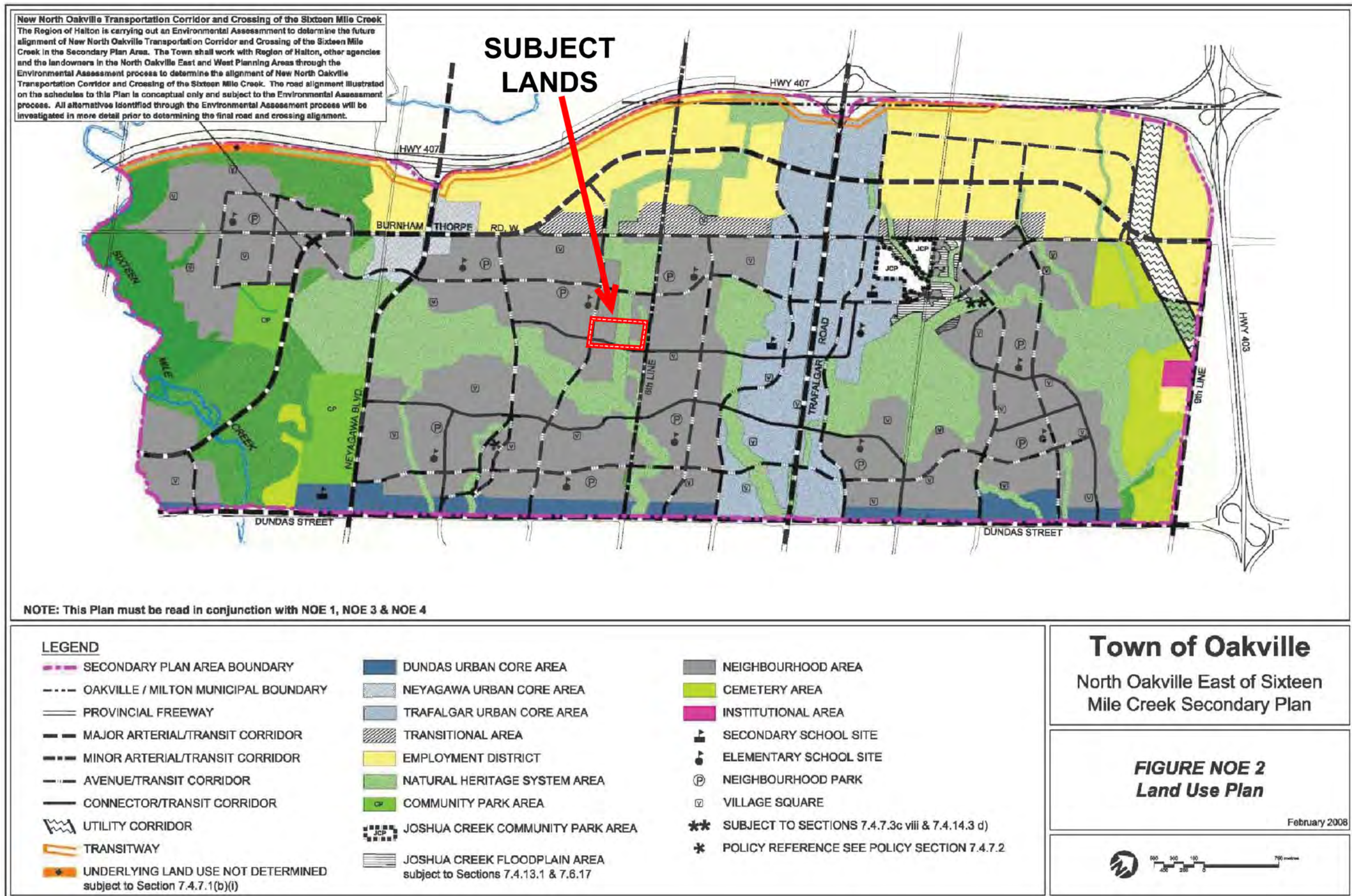


FIGURE 4
NORTH OAKVILLE EAST LAND USE PLAN

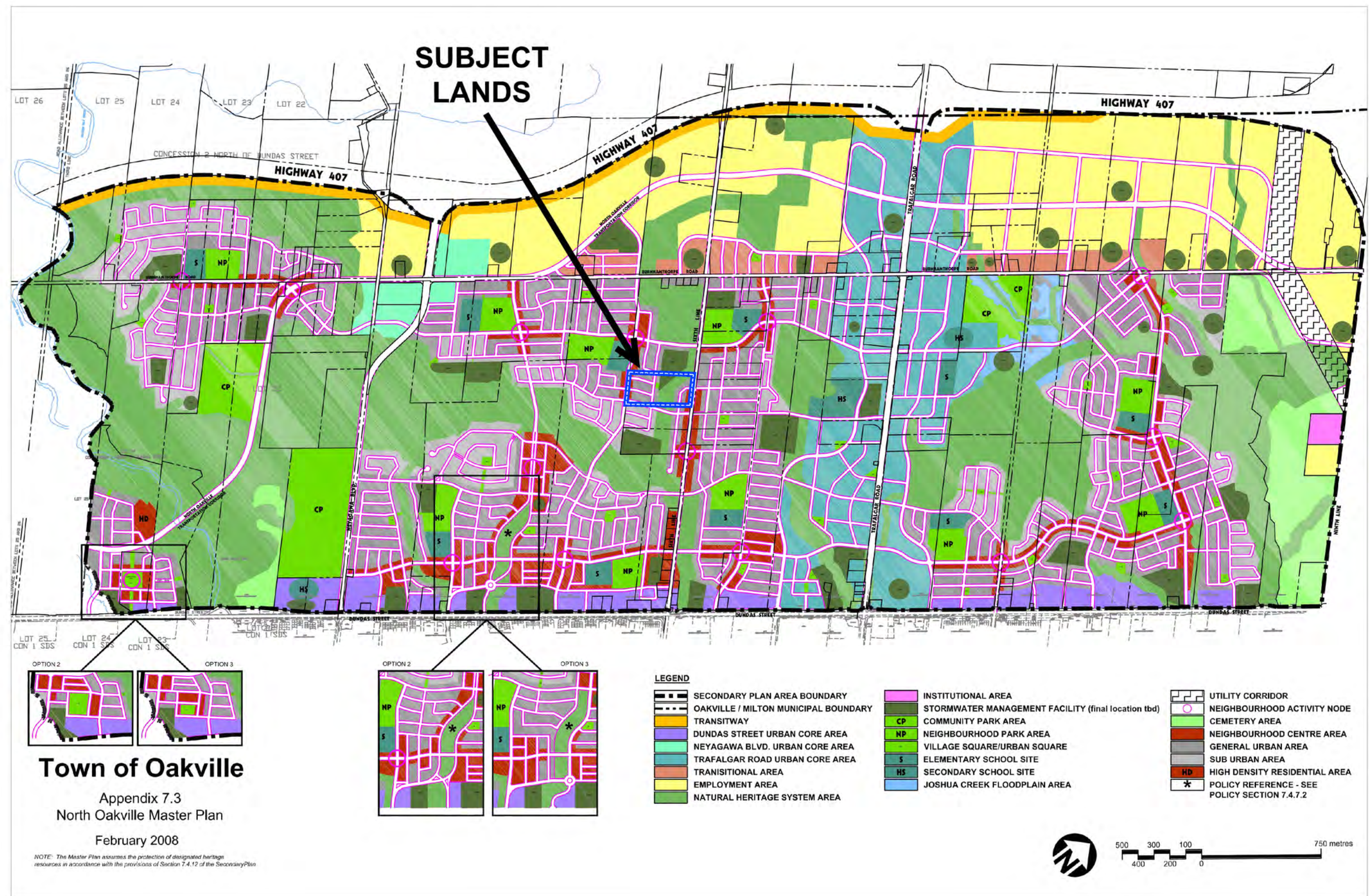


FIGURE 5
NORTH OAKVILLE EAST MASTER PLAN

7.2.3.2 Residential

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

7.2.3.4 Urban Design

- a) To provide integrated community design that coordinates land use, the natural heritage and open space system, the street network, and built form to reinforce the community vision;*
- b) To integrate important views and vistas of the natural heritage and open space system within community design;*
- c) To create an urban fabric characterized by a connected street system that is responsive to the natural heritage and open space system and existing land uses;*
- d) To promote building design variety that promotes an active, safe pedestrian realm within the streetscape;*

- e) *To design street sections that promote a sense of scale and provide for pedestrian comfort; and*
- j) *To promote a variety of housing with diverse architecture.*

The design of the subdivision integrates and enhances the NHS features, creates a street system that responds to the NHS features while providing views and vistas. Buildings will be diverse in scale, density and typology to provide visual variety in the streetscape, with a modified grid network to promote a safe and active pedestrian realm. The proposed high-density apartments will complement, support and benefit from the future development of commercial uses at the *Activity Node* to the south.

7.2.3.5 Transportation

- a) *To create a system of roads and transportation corridors which promotes the safe, efficient circulation of traffic including transit and non-vehicular traffic.*
- b) *To establish an efficient and linked, safe pedestrian movement system (cycleways and walkways) along with an appropriate distribution of land uses so that residents do not need to rely on the automobile to meet the recreational, shopping, and commuter needs of daily life;*
- f) *To plan residential development and its road network so that residents are predominantly within a 400 metre walking distance of transit services;*
- g) *To promote both local and higher order transit opportunities through land use arrangements, building orientation and streetscape design.*

The layout of the proposed development follows a modified grid street network to minimize travel time and support all forms of transportation. The proposed road and pedestrian network are consistent with Figure NOE4-Transportation Plan (*Figure 6*). The proposal promotes transit opportunities throughout the community, providing access to the future transit route along Street 'A' and Sixth Line.

7.5 Community Design Strategy

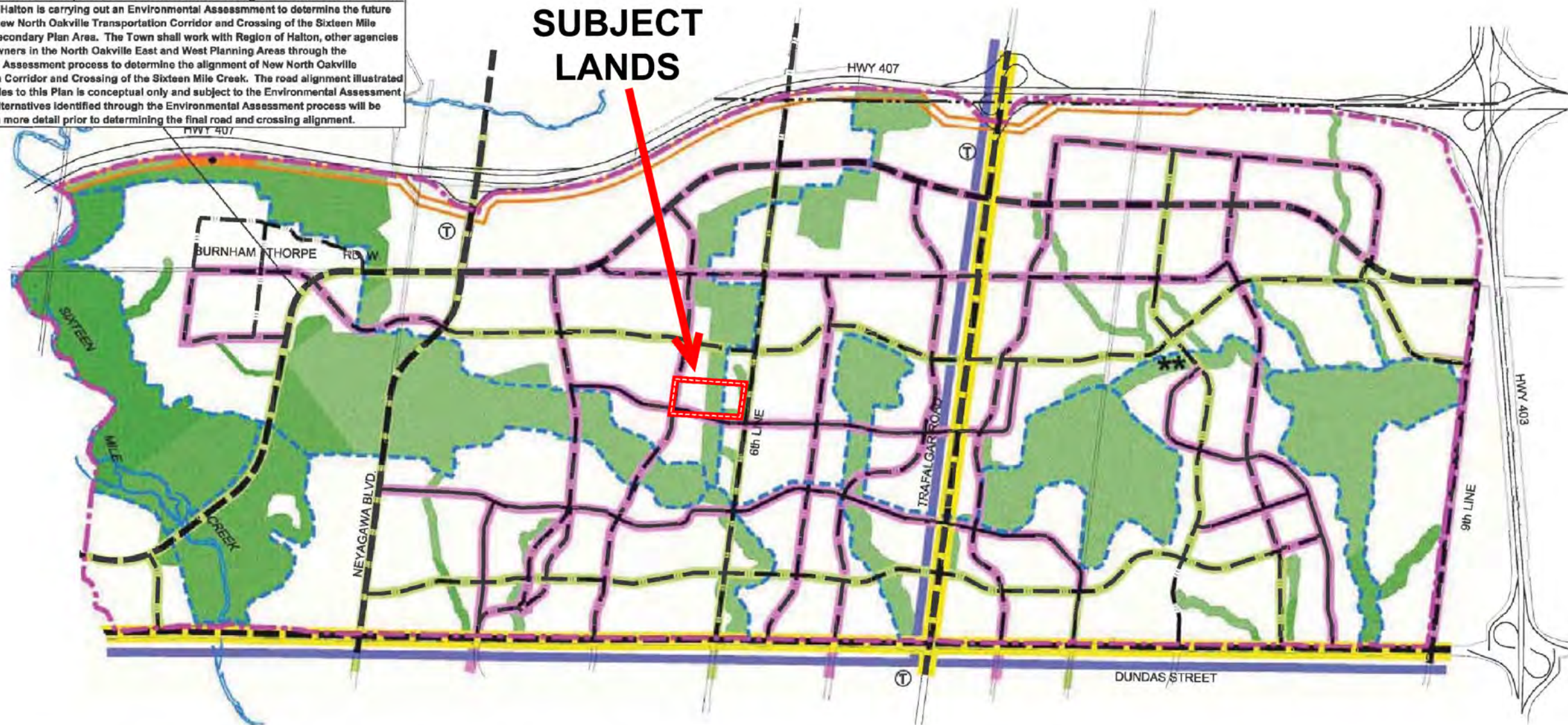
7.5.2 Master Plan

- 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 proposed development is consistent with the North Oakville East Master Plan (*Figure 5*).

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

SUBJECT LANDS



NOTE: 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

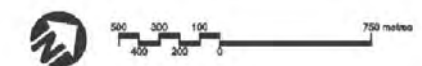


FIGURE 6
NORTH OAKVILLE EAST TRANSPORTATION PLAN

7.5.4 General Design Directions

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

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:

- a) *the creation of a human scale within new development;*

- b) *the enhancement of pedestrian comfort;*
- c) *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,*
- d) *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; and,*
- e) *results in the selection and siting of landscape elements in a manner which maintains views for safety and surveillance;*

7.5.12 Neighbourhoods

- a) *Each neighbourhood will include at its centre, approximately a five-minute walk from most areas of the neighbourhood, a neighbourhood activity node which would include a transit stop and other public facilities which serve the neighbourhood such as central mail boxes or mail pickup facilities. In addition, convenience commercial facilities or similar uses will be encouraged to locate at the neighbourhood activity node;*
- b) *Neighbourhoods shall be primarily residential in character, but will include mixed use development including commercial, institutional, live-work and civic facilities; and,*
- c) *Within neighbourhoods, a range of lot sizes, building types, architectural styles and price levels shall be provided to accommodate diverse ages and incomes.*

The proposed development is consistent with the 'Community Design Strategies' of the NOESP as its configuration generally follows the NOE Master Plan (Figure 5) and the NOE1-Community Structure (Figure 7). The site is in proximity to the Neighbourhood 8 (N8) central activity node and will have access to future local transit service and bus stops along Street 'A'/Marvin Avenue. By providing a compact built form, transit supportive densities, community gathering spaces, and variety in architectural design, the proposal offers safe and pedestrian-friendly environments with a unique sense of place.

7.6.3 Natural Heritage System Area

- a) *Purpose*

The Natural Heritage System Designation on Figure NOE2 reflects the Natural Heritage

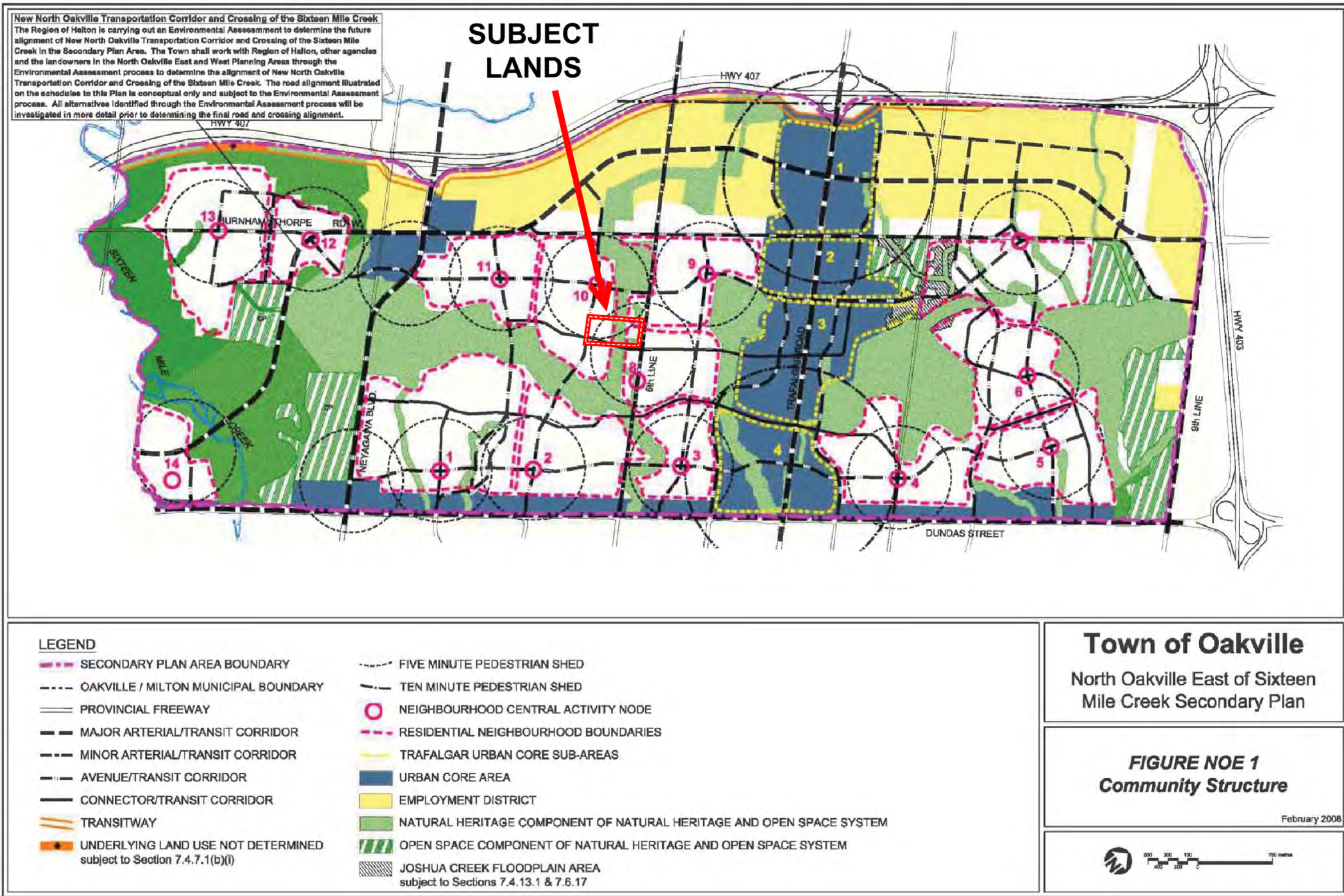


FIGURE 7
 NORTH OAKVILLE EAST COMMUNITY STRUCTURE

component of the Natural Heritage and Open Space System. The primary purpose of the Natural Heritage component of the system is to protect, preserve and, where appropriate, enhance the natural environment. The focus of the Natural Heritage component is on the protection of the key ecological features and function of North Oakville. It will also contribute to the enhancement of air and water resources, and provide for limited, passive recreational needs.

- c) Land Use Policies - The policies for the lands in the Natural Heritage System Area designation shall be in accordance with the policies of Section 7.4.7.*

The NHS area bisecting the subject lands functions to realign the Upper West Morrison Creek, which is a 'medium constraint stream corridor', as shown on Figure NOE3 - *Natural Heritage Component of the Natural Heritage and Open Space System including Other Hydrogeological Features (Figure 8)*. The channel and corresponding NHS blocks create linkages to the *Core Preserve Areas* north and south of the site, which are detailed in the Upper West Morrison Creek EIR Addendum.

7.6.7 Neighbourhood Area

- b) Land Use Policies*

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

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

7.6.7.1 Neighbourhood Centre Area

- a) Purpose*

The Neighbourhood Centre Area land use category on Appendix 7.3 will generally be used for areas located central to each neighbourhood. It is intended to accommodate a range of medium density residential, mixed use and limited commercial and civic uses focused at a central neighbourhood activity node to serve neighbourhood residents.

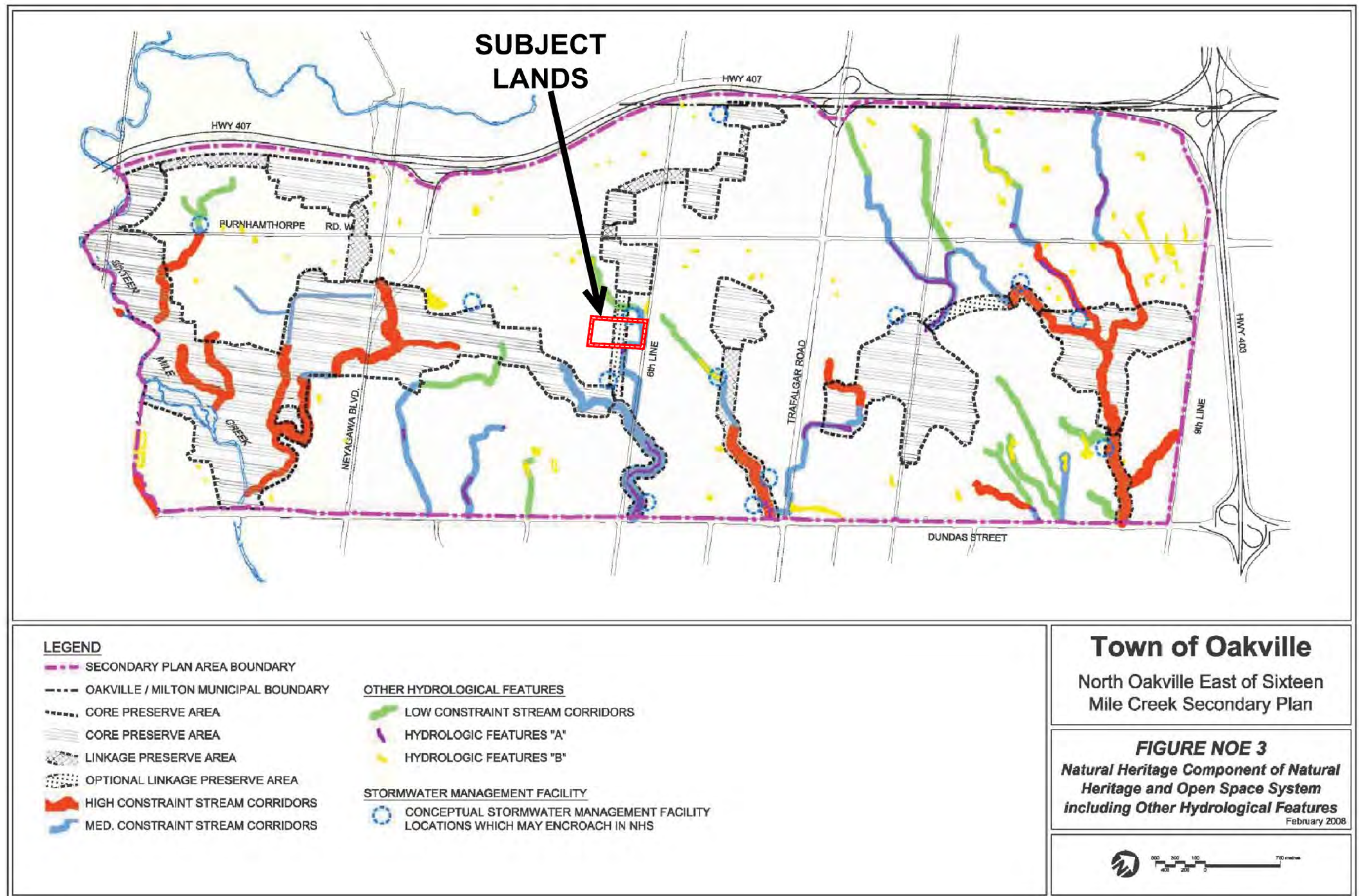


FIGURE 8
NORTH OAKVILLE EAST NATURAL HERITAGE SYSTEM

b) Permitted Uses, Buildings and Structures

- *The permitted uses shall be medium density residential, mixed use and small scale convenience retail, personal service, restaurants and business activity, as well as public and institutional uses including village squares. Business activity may include a range or small scale uses including offices, medical clinic, workshops for artisans and artists studios.*
- *Permitted uses shall be primarily located in mixed use or medium density residential buildings. Both mixed use, single use buildings shall be permitted and this may include convenience commercial buildings in accordance with the provisions in Subsection c) below.*

c) Land Use Policies

- *A mix of uses shall be permitted at the following heights and densities:*
 - *Minimum density - FSI of 0.5 for mixed use;*
 - *Maximum density - FSI of 2 for mixed use;*
 - *Minimum density - 35 units per net hectare for residential;*
 - *Maximum density - 150 units per net hectare for residential;*
 - *Minimum height - 2 storeys; and*
 - *Maximum height - 6 storeys.*
- *The zoning by-law shall establish minimum and maximum setbacks and implement densities and other standards to ensure that development achieves the minimum standards required as a basis for the creation of this centre area. In particular, on-street parking will be permitted and may be utilized to meet parking standards for commercial and other non-residential development, and in such circumstances, live/work buildings may require no additional parking for the “work” component.*
- *The Town will require that a variety of building types be developed throughout the Neighbourhood Centre Area land use category in each neighbourhood. The location of building types shall be controlled through the zoning by-law. In this context, notwithstanding the permitted uses and maximum permitted density and height, consideration may be given by the Town to limited areas of housing, which may include public, convenience commercial or similar uses on the ground floor, with a minimum density of 150 units per net hectare and a maximum density of 250 units per net hectare located in proximity to the Core Preserve Area. However, the Town shall be satisfied that the development is appropriate to the context and may require the submission of studies,*

models and/or plans which address that consideration. In addition, the Town shall be satisfied that the total number of units and population for the plan of subdivision is the same as, or greater than, that which would be required by land use category distribution in Table 1.

Three apartment buildings are proposed within the Neighbourhood Centre Area block (1.41 hectares) between Sixth Line and the NHS block, which links two *Core Preserve Areas* (5 and 7). Per the above policies, the proposed residential net density of 260 uph exceeds the prescribed maximum density of 150 uph in the Neighbourhood Centre Area, necessitating an Official Plan Amendment. Although this block abuts an Optional Linkage Preserve Area, and not an NHS *Core Preserve Area*, the intent of the above policies of Section 7.6.7.1.c) permitting additional residential density should be taken into consideration. The requested OPA is further justified as the proposal provides residential densities in support of future transit and the *N8 Central Activity Node*.

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.*

Street townhouses are proposed in the General Urban Area, achieving a net density of 57.3 uph, complying with the prescribed land use policies. A Density Plan is provided in *Appendix III*.

7.6.7.3 Sub-urban Area

- b) The permitted uses shall be low density residential uses and home occupation and home business uses.*
- c) Land Use Policies*
 - *Residential uses, which shall primarily consist of single, semi-detached and duplex residences, shall be permitted at the following heights and densities:*

- *Minimum density – 15 units per net hectare;*
- *Maximum density – 35 units per net hectare; and,*
- *Maximum height – 3 storeys*

The Sub-Urban Area south of Street 'A' is identified as Residential Reserves for future development. It is anticipated that these reserve blocks (0.18 ha) will be developed in the future with the abutting reserves on lands to the south (0.24 ha), as 15 detached dwellings at a density of approximately 35.4 uph.

7.9.2 Growth Management Strategy - Phasing

c) Unphased Development

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

i) Lands in the Employment Area designation

- *The Region and Town are satisfied that municipal sewer and water services are extended, or secured through an agreement, to the lands in the Employment Area designation to permit the development of a plan of subdivision with a minimum gross area of 25 hectares of land within the Employment Area designation, which is draft plan approved, and*
- *which the Town is satisfied can be registered provided services are made available;*

d) Residential Development Phases

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

i) Phase NOE1 - Neighbourhoods 1, 2, 3, 4, 5 and 14

- ii) *Phase NOE2 - Neighbourhoods 6, 7, 8, 9, 10 and 11 with priority being given to development in Neighbourhoods 6 and 8.*
- iii) *Phase NOE 3 - Neighbourhoods 12 and 13*
- e) *Phasing Requirements*

Prior to the commencement of development of each residential phase:

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

Per Figure 7 – NOE Community Structure, the subject lands east of the NHS block are within Neighbourhood 8 and are permitted to proceed as Policy 7.9.2 c) for unphased development has been satisfied by earlier development applications. The lands west of the channel are in Neighbourhood 10 (i.e., NOE Phase 2). At the time of writing, approximately 70% of the gross developable lands in the Phase NOE1 ‘Neighbourhood Areas’ are within registered plans of subdivision. It is anticipated that the 75% threshold will be met in 2020.

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

- The proposed development is consistent with the ‘Community Design Strategies’ of the NOESP as it follows the approximate configuration of Figure NOE1-Community Structure;
- The proposal conforms to the policies of the Neighbourhood 8 and 10 Areas with land use categories for Neighbourhood Centre, General Urban, and Sub-Urban;
- The proposal provides part of a SWM Facility / Pond in accordance to the Upper West Morrison Creek EIR Addendum;
- The proposal conforms to the policies of the Natural Heritage System designation by providing an Optional Linkage Preserve area to ensure its functional role between Core Preserve areas;
- The proposed development is consistent with the North Oakville East Master Plan;
- The objectives of the Neighbourhood Centre Area category are achieved by providing townhouses and apartment buildings;
- The objectives of the General Urban Area category are achieved by providing townhouses that comply with height and density requirements;

- The objectives of the Sub-urban Area category are maintained with residential reserves for future detached dwellings;
- The proposed medium and high density development is supportive of future transit; and
- The proposed development conforms to the Phasing Plan set out in the NOESP.

An Official Plan Amendment (OPA) is required to permit an increased density from 150 uph to 260 uph within the Neighbourhood Centre Area between Sixth Line and the NHS Core Linkage Area. The OPA is justified as it is generally consistent with the intent of the policies in section 7.6.7.1c) permitting an increase in density abutting NHS Core Preserve areas, as the NHS and SWM blocks provide open space linkage between two *NHS Core Areas* 5 and 7, to the south and north of the lands respectively. The NHS Core Preserve and Linkage area is necessary for the realignment of the medium constraint stream to the Upper West Morrison Creek. The OPA is further justified as the increased density will allow for smaller, more affordable housing options, and will increase the variety of built form. The proposed high-density apartments will complement, support and benefit from the future development of commercial uses at the relocated Neighbourhood 8 *Activity Node* to the immediate south at the intersection of Street 'A'/Marvin Avenue and Sixth Line. The draft OPA is appended to this report as *Appendix IV*.

4.0 ZONING

Existing Zoning

The subject lands are currently zoned Existing Development (ED) (Figure 9). Per Section 7.13 of Zoning By-law 2009-189, only uses that legally existed on the date of this By-law came into effect are permitted. The development of new buildings and structures are not permitted. As such, a Zoning By-law Amendment is required to permit the proposed development and implement the NOESP.

Proposed Zoning

The proposal seeks to rezone the subject lands to site-specific Neighbourhood Centre (NC sp:xx), Neighbourhood Centre Performance 2 (NC-2 sp:xx), General Urban (GU sp:xx); Suburban (S sp:xx), Stormwater Management Facility (SMF), and Natural Heritage System (NHS) zones. The draft amending zoning by-law is appended to this as *Appendix V*.

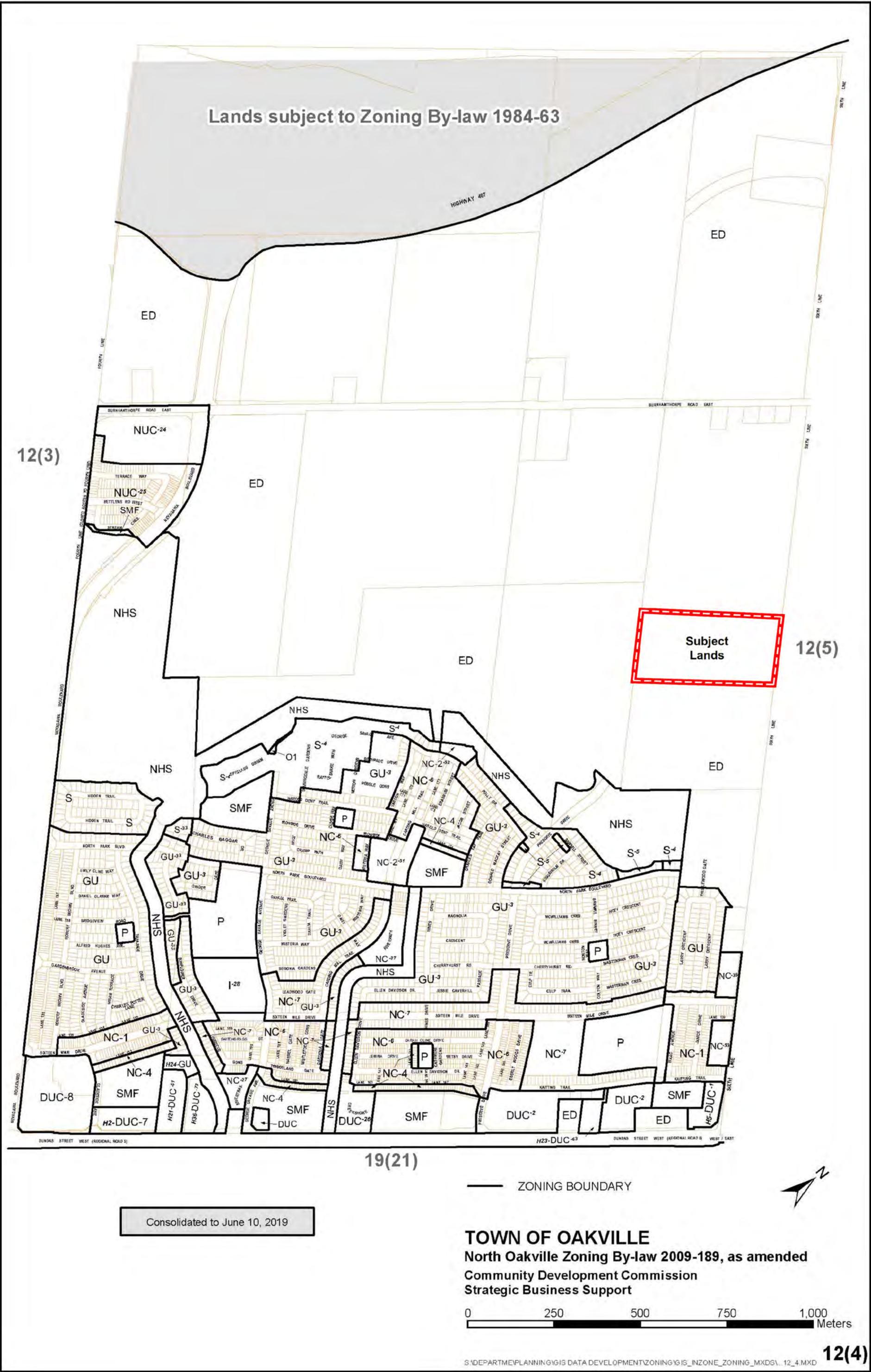


FIGURE 9
EXISTING ZONING


5.0 PLANNING OPINION

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

1. The proposal is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe, Region of Halton Official Plan, and the North Oakville East Secondary Plan (NOESP);
2. The proposed mix of land uses are consistent with the land use categories of the North Oakville East Master Plan and OPA 321;
3. The proposed increase in density associated with apartments in the Neighbourhood Centre Area is consistent with the intent of the NOESP policies permitting an increase in density abutting NHS Core Preserve Areas;
4. The proposed development will provide a mix and range of unit types and sizes to support families of different sizes, ages and incomes;
5. The proposed apartment buildings abut the relocated Neighbourhood 8 *Activity Node* providing a complementary use to future commercial uses;
6. The highly interconnected modified grid road pattern will establish an efficient and safe pedestrian movement system via sidewalks, walkways, and trails;
7. The proposed development provides a density and road fabric that is supportive of transit use and promotes active transportation in the neighbourhood;
8. The proposal extends the Natural Heritage System through the site with Linkage Preserve Areas that enable the functional role of the NHS System, which is to be conveyed to the Town; and
9. The proposed development conforms to the phasing policies of the NOESP.

Respectfully submitted,

KORSIAK URBAN PLANNING


 Jacob Kaven, MES, RPP


 Wayne Coutinho, MPI, BSc Env.

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APPENDIX I: PROVINCIAL POLICIES APPLICABLE TO THE PROPOSAL

Provincial Policy Statement (PPS)

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

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

1.1.1 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.*

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

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

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

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

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

The proposed development is consistent with these sections by providing a mix of residential uses, open space uses, and promoting cost effective and efficient patterns in coordination with proposed surrounding developments, which help to facilitate a complete community. The proposed development is located within a defined Settlement Area that follows the phasing plan set out by the Town of Oakville and is a logical continuation of the existing Built-Up Area to the south. The proposal establishes a range of densities, is compact in form, facilitates public infrastructure through a SWM facility and NHS areas.

Policies in Section 1.4.1 of the PPS for 'Housing' state:

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

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

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

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

The proposal is consistent with these policies as it provides a mix of housing types including street townhouses and apartment dwellings that are compact and efficiently use the land, infrastructure, and public service facilities. In addition, the development has been designed to connect to and promote the use of existing and proposed active transportation routes and transit services.

Policies in Section 1.5.1 of the PPS for 'Public Spaces, Recreation, Parks, Trails and Open Space' state:

1.5.1: Healthy, active communities should be promoted by:

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

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

Policies Section 1.7.1 of the PPS for ‘Long-Term Economic Prosperity’ state:

1.7.1. Long term economic prosperity should be supported by:

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

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

Policies Section 1.8.1 of the PPS for ‘Energy Conservation, Air Quality and Climate Change’ state:

- 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:*
 - a) promote compact form and a structure of nodes and corridors;*

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

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

Policies in Section 2.1 of the PPS for ‘Natural Heritage’ state:

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

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

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

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

Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

The subject lands are located within the ‘Settlement Area’ and are within the ‘Designated Greenfield Area’ as shown on Schedule 2-A Place to Grow Concept (further appended to *Appendix I*).

Within the Growth Plan the following sections and policies are applicable to this proposal:

Section 1.2.1 of the Growth Plan includes ‘Guiding Principles’ to:

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

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

Section 2.2.1 of the Growth Plan for ‘Managing Growth’ states:

2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
 - a) *the vast majority of growth will be directed to settlement areas that:*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities.*
 - c) *within settlement areas, growth will be focused in:*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities.*
4. *Applying the policies of this Plan will support the achievement of complete communities that:*

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *Improve social equity and overall quality of life, including human health, for people at all stage of life, and to accommodate the needs of all household sizes and incomes;*
- c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly accessible open spaces, parks, trails, and other recreational facilities; and*
- e) *Provide for a more compact built form and vibrant public realm, including public open spaces.*

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

Section 2.2.6 of the Growth Plan on 'Housing' states:

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

The development includes options for a mix of dwelling types from of street townhouses to apartment buildings with units of varying sizes that can accommodate a range of household ages, sizes, and incomes.

Section 2.2.7 of the Growth Plan on 'Designated Greenfield Areas' states:

- 2. *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.*

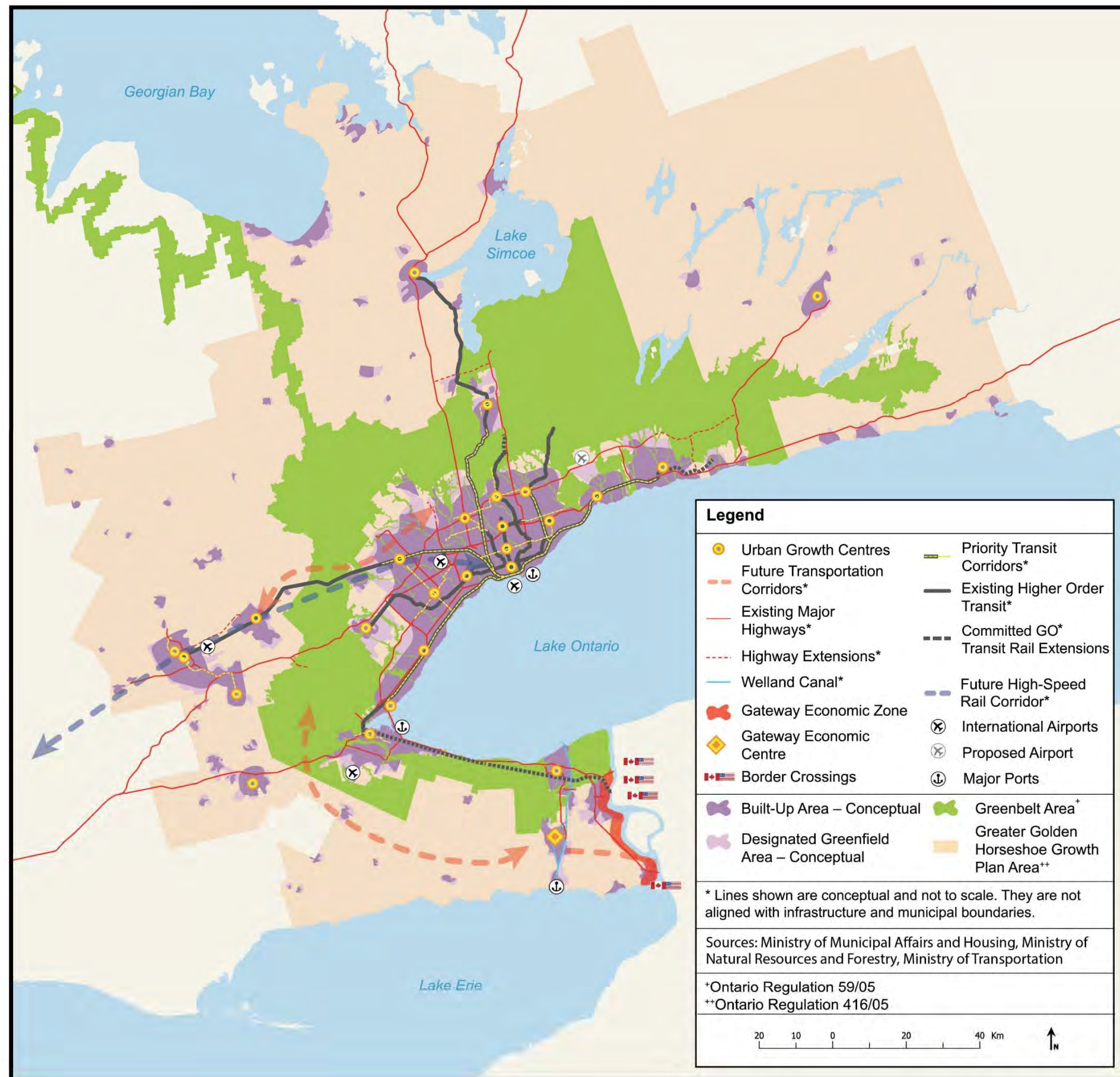
3. *The minimum density target applicable to the designated greenfield area of each upper-and single-tier municipality is as follows:*

- a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare.*

As previously stated, the compact design of the proposed development ensures that services and amenities are easily accessible via active transportation options and transit. The proposed 501 units exceeds the minimum density target with approximately 551 persons per hectare, which is based on 2.66 persons per unit (PPU) for medium-density housing and 1.58 PPU for high-density housing from the Region of Halton 2017 Development Charges Background Study.

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

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



SCHEDULE 2 A Place to Grow Concept

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

APPENDIX II: REGIONAL POLICIES APPLICABLE TO THE PROPOSAL

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

Halton’s Regional Structure

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

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

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

The proposed development provides growth within an *Urban Area* where services are planned while providing, protecting and preserving NHS through the site. The minimum development density target set by the Region for the Town of Oakville, in Table 2 for a designated *greenfield area*, is 46 residents and jobs combined per gross hectare. The proposal achieves approximately 551 persons per hectare, which is based on 2.66 persons per unit (PPU) for medium-density housing and 1.58 PPU for high-density housing.

Urban Area Designation

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.*
74. *The Urban Area consists of areas so designated on Map 1 where urban services are or will be made available to accommodate existing and future urban development and amenities. Within the Urban Area, Employment Areas and Urban Growth Centres are identified on Map 1 as overlays on top of the Urban Area, for which specific policies apply.*
77. *It is the policy of the Region to:*
 - 2.4. *Require development occurring in Designated Greenfield Areas to:*
 - a) *contribute towards achieving the development density target of Table 2 and the Regional phasing of Table 2a;*
 - b) *contribute to creating healthy communities;*
 - c) *create street configurations, densities, and an urban form that support walking, cycling and the early integration and sustained viability of transit services;*
 - d) *provide a diverse mix of land uses, including residential and employment uses to support vibrant neighbourhoods; and*
 - e) *create high quality parks and open spaces with site design standards and urban design guidelines that support opportunities for transit and active transportation.*

The proposal is consistent with the Urban Area objectives, with a compact built form that makes efficient use of land and services planned for the area, in proximity to commercial and future employment lands.

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.*

All of the proposed housing is in the form of street townhouses or apartment buildings. Residential reserves south of Street 'A' will allow for future development that may include single-detached dwellings, thereby providing options for differing social and economic needs.

Natural Heritage System and Regional Natural Heritage System

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

114.1 *The objectives of the Natural Heritage System are:*

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

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

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

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

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

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

Environmental Quality

140. *The goal for environmental quality is to achieve a high-quality environment, for this and future*

generations, that will sustain life, maintain health and improve the quality of living.

The proposal conforms to this policy by providing vistas and buffers to the proposed NHS areas and linkages to the Core Preserve Areas 5 and 7 to the south and north.

Transportation

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

172. The objectives of the Region are:

2. To develop a balanced transportation system that:

- a) reduces dependency on automobile use;*
- b) includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and*
- c) promotes active transportation.*

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

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

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

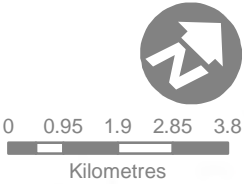
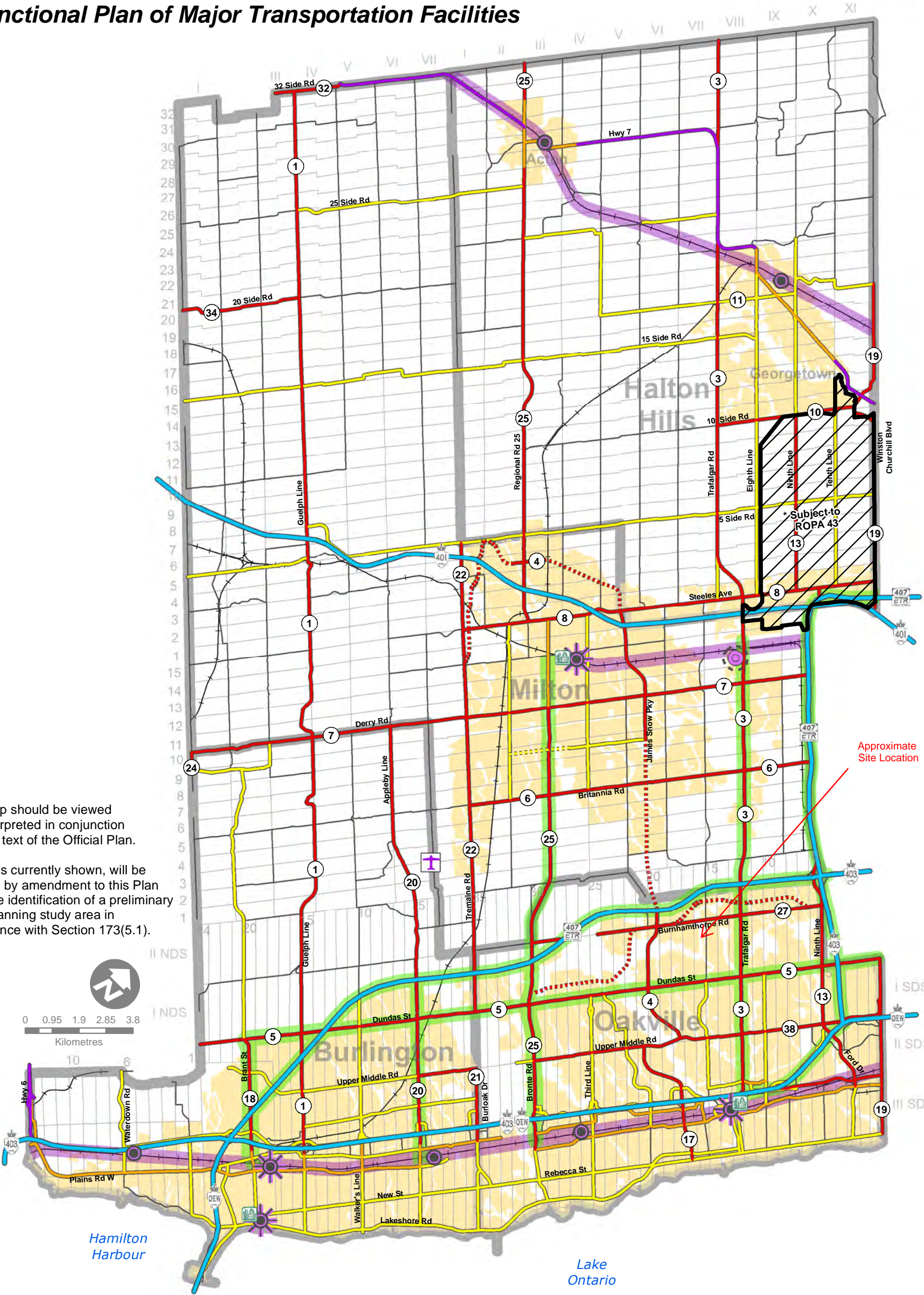
The subject lands have access to major transportation facilities and higher order transit corridors as identified in the *ROP Map - Functional Plan of Major Transportation Facilities* (appended), with Sixth Line designated as a minor arterial and *Transit Corridor*, Dundas Street designated as a major arterial and *Higher Order Transit Corridor*; Burnhamthorpe Road designated as a major arterial and *Higher Order Transit Corridor*. The proposal includes sidewalks on both sides of the street encouraging active transportation and pedestrian activity. Furthermore, the intersection of Sixth Line and Street 'A' are identified for a future local bus stop, which will be finalized in consultation with Town staff at a later stage. Street 'A' will provide future public transit to the proposed neighbourhood.

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

- Provincial Highway
- Major Arterial
- Multi-Purpose Arterial
- Minor Arterial
- Provincial Freeway
- Proposed Major Arterial
- Proposed Minor Arterial
- Urban Area
- Higher Order Transit Corridor
- Commuter Rail Corridor
- HPBATS / GTA West Corridor Protection Area
- Under Appeal - See OMB Case No. PL 140744

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

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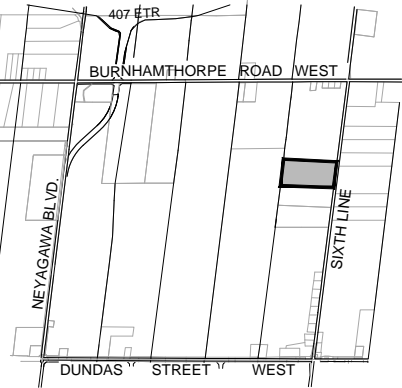
APPENDIX III

DENSITY PLAN
Digram Developments Oakville Inc.

PART OF LOT 16
CONCESSION 1, NORTH OF DUNDAS STREET

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

KEY MAP
N.T.S.
SUBJECT
PROPERTY



Land Use Category	Number of Units	Area (ha)	Net Density (UPH)
General Urban (25 - 75 UPH)	122	2.13	57.3
Neighbourhood Centre* (35 - 150 UPH)	379	1.79	211.7
TOTAL	501	3.92	127.8

NEIGHBOURHOOD CENTRE
GENERAL URBAN



SCALE 1:1500
December 18, 2019

KORSIAK Urban Planning
206-277 Lakeshore Road East
Oakville, Ontario L6L 1H9
T: 905-257-0227
info@korsiak.com

Official Plan Amendment Number _____
to the North Oakville East Secondary Plan
forming part of the Official Plan of the Oakville Planning Area
of the Town of Oakville

Constitutional Statement

The details of the Amendment, as contained in Part 2 of this text, constitutes Amendment Number ____ to the North Oakville East Secondary Plan forming part of the Official Plan of the Oakville Planning Area.

Part 1 – The Preamble

1. Purpose

The purpose of the proposed official plan amendment is to modify the text of the North Oakville East Secondary Plan to permit an increase in density of up to 260 units per hectare (UPH) to facilitate the construction of three 6-storey apartment buildings.

2. Location

The site subject to this Official Plan Amendment is municipally known as 3380 Sixth Line, and legally known as Part of Lot 16, Concession 1, N.D.S. The 1.41 ha block is part of a larger parcel of land comprising an area of 8.08 hectares on the west side of Sixth Line, between Dundas Street West and Burnhamthorpe Road West.

3. Basis

- The proposed development has regard for matters of provincial interest, does not conflict with all applicable provincial plans, the Region of Halton Official Plan and is consistent with the North Oakville East Secondary Plan.
- A statutory public meeting on the proposed Official Plan Amendment was held on _____.
- Mid-rise buildings are a permitted use in the Neighbourhood Area land use designation of the North Oakville East Secondary Plan.
- OPA 321 amended land use policies for the Neighbourhood Area land use designation, allowing building heights of up to 6-storeys in the Neighbourhood Centre Area.
- The proposed design of the mid-rise buildings is contextually appropriate, minimizing impact and maintaining compatibility with the surrounding land uses.

- A Traffic Impact Analysis has confirmed that the traffic generated by the proposed development can be accommodated on the existing and planned road network.
- An urban design study demonstrates compatibility with the objectives of the North Oakville Urban Design and Open Space Guidelines
- The property is located on Sixth Line, a minor arterial / transit corridor in the North Oakville East Secondary Plan.
- The proposed density of the development is transit supportive and contributes to the overall objective to reduce reliance on vehicle trips in North Oakville.
- Detailed regulations to implement the proposed development have been established through the associated site-specific Zoning By-law Amendment.

Part 2 – The Amendment

A. Text Changes

The amendment includes the changes to the text of the North Oakville East Secondary Plan listed in the following table. Text that is **bolded and underlined** is new text to be inserted into the North Oakville East Secondary Plan.

Item No.	Section	Description of Change
1.	7.6.18 EXCEPTIONS	<p>Insert new policies as follows:</p> <p><u>7.6.18.XXX 3380 Sixth Line</u></p> <p><u>A maximum density of 260 units per hectare (UPH) shall be permitted on Block 27, draft plan of subdivision 24T-XXXXX/XXXX.</u></p>

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2020-XXX

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

COUNCIL ENACTS AS FOLLOWS:

1. Map 12(4) of By-law 2009-189 is amended by rezoning the lands as depicted on Schedule 'A' to this By-law.
2. Section 8, Special Provisions, of By-law 2009-189, as amended, is further amended by adding a new Section 8.*, 8.**, 8.*** and 8.**** as follows:

8.*	Part of Lot 16, Concession 1, NDS (Digram Developments Oakville Inc.)	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 apartment <i>building</i>	6 storeys
c)	Maximum residential density	260 units per hectare

8.**	Part of Lot 16, Concession 1, NDS (Digram Developments Oakville Inc.)	Parent Zone: NC
Map 12(4)		(2020-XXX)
8.**.1 Zone Regulations for All Lands		
The following regulations apply to all <i>buildings</i> :		
a)	Section 4.17.1 i) shall not apply.	

b)	Notwithstanding the maximum width in Table 4.21(g), the maximum width of Bay, Box Out and Bow Windows with or without foundations which may be a maximum of three <i>storeys</i> in height and which may include a door.	3.7 m
c)	Notwithstanding Section 4.27, a <i>porch</i> shall have walls that are open and unenclosed for at least 40% of the total area of the vertical planes forming its perimeter, other than where it abuts the exterior of the <i>building</i> or insect screening.	
d)	Notwithstanding Section 4.27, for <i>corner lots</i> , a <i>porch</i> shall have a minimum depth from the exterior of the <i>building</i> to the outside edge of the <i>porch</i> of 1.5 metres. Required depths shall be provided for a minimum of 40% of the <i>porch</i> . However, steps may encroach into the required depth.	
e)	Any podium, stepped back, or terraced portions of a <i>building</i> are permitted below the minimum <i>height</i>	

8.***	Part of Lot 16, Concession 1, NDS (Digram Developments Oakville Inc.)	Parent Zone: GU
Map 12(4)		(2020-xxx)
8.***.1 Zone Regulations for All Lands		
The following regulations apply to all lands identified as subject to this special provision:		
a)	Notwithstanding the maximum width in Table 4.21(g), the maximum width of Bay, Box Out and Bow Windows with or without foundations which may be a maximum of three <i>storeys</i> in height and which may include a door.	3.7 m
b)	Notwithstanding Section 4.27, for <i>corner lots</i> , a <i>porch</i> shall have a minimum depth from the exterior of the <i>building</i> to the outside edge of the <i>porch</i> of 1.5 metres. Required depths shall be provided for a minimum of 40% of the <i>porch</i> . However, steps may encroach into the required depth.	
c)	Notwithstanding Section 4.27, a <i>porch</i> shall have walls that are open and unenclosed for at least 40% of the total area of the vertical planes forming its perimeter, other than where it abuts the exterior of the <i>building</i> or insect screening.	

e)	Notwithstanding the minimum <i>rear setback yard</i> in Section 7.7.2, the minimum <i>rear yard setback</i> for a <i>single detached dwelling street access attached private garage</i>	6.0 m
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8.****	Part of Lot 16, Concession 1, NDS (Digram Developments Oakville Inc.)	Parent Zone: S
Map 12(4)		(2020-xxx)
8.****.1 Zone Regulations for All Lands		
The following regulations apply to all lands identified as subject to this special provision:		
a)	Notwithstanding the maximum width in Table 4.21(g), the maximum width of Bay, Box Out and Bow Windows with or without foundations which may be a maximum of three <i>storeys</i> in height and which may include a door.	3.7 m
b)	Notwithstanding Section 4.27, for <i>corner lots</i> , a <i>porch</i> shall have a minimum depth from the exterior of the <i>building</i> to the outside edge of the <i>porch</i> of 1.5 metres. Required depths shall be provided for a minimum of 40% of the <i>porch</i> . However, steps may encroach into the required depth.	
c)	Notwithstanding Section 4.27, a <i>porch</i> shall have walls that are open and unenclosed for at least 40% of the total area of the vertical planes forming its perimeter, other than where it abuts the exterior of the <i>building</i> or insect screening.	
e)	Notwithstanding the minimum <i>rear setback yard</i> in Section 7.7.2, the minimum <i>rear yard setback</i> for a <i>single detached dwelling street access attached private garage</i>	6.0 m
f)	Notwithstanding Table 7.7.2, a two storey addition may project into the rear yard with a minimum setback of 4.5 metres for a maximum of 45% of the dwelling width measured at the rear of the main building.	

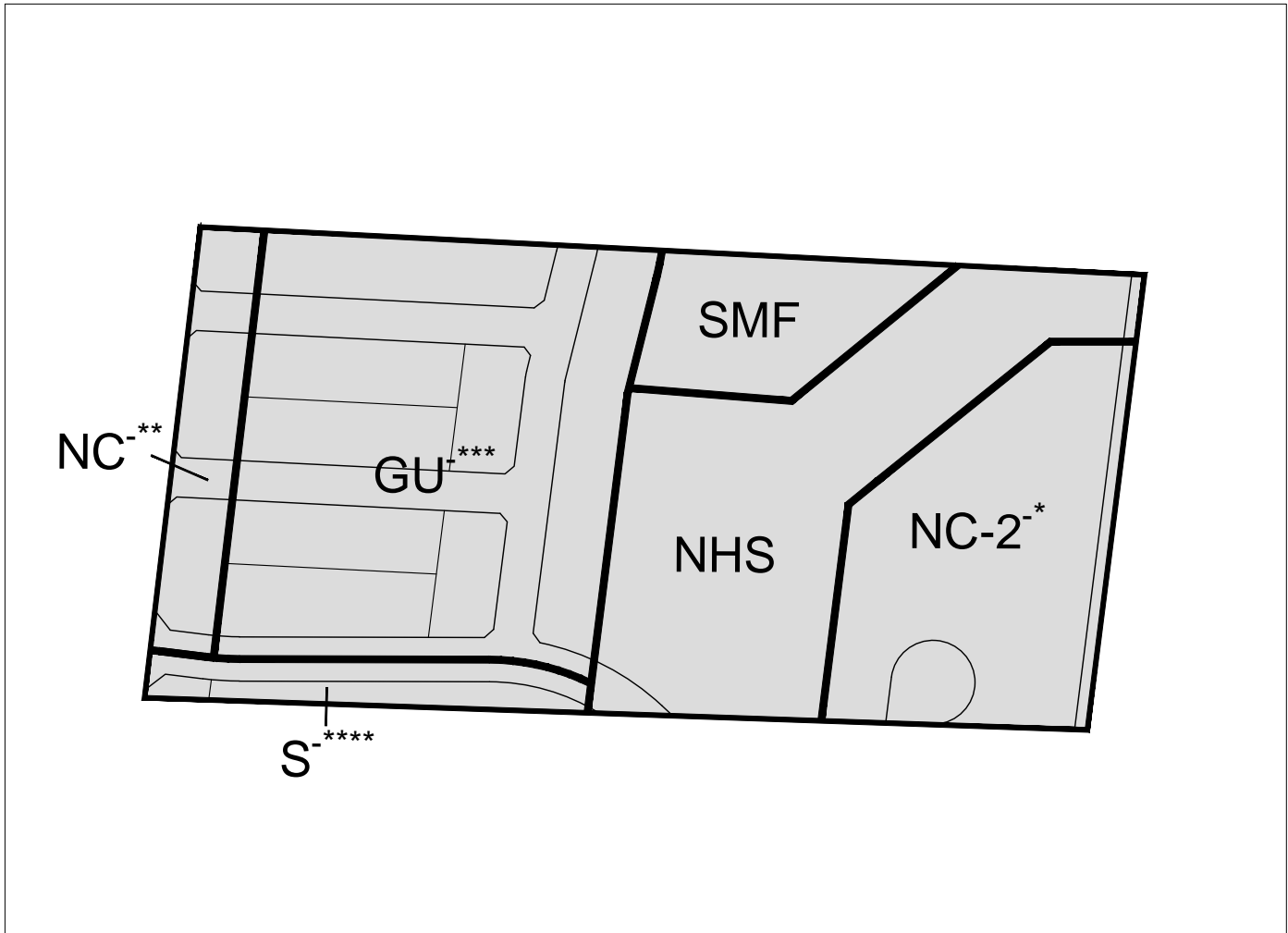
3. This By-law comes into force in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

PASSED this XXth day of _____, 2020

MAYOR

CLERK

Schedule "A" To 2020 - ***

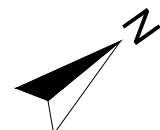


AMENDMENT TO BY-LAW 2009-189



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

EXCERPT FROM MAP
12 (4)



1:3000