

APPENDIX D: North Oakville East Secondary Plan Policy Excerpts

1. Community Structure (Figure NOE1)
 - The subject lands are within the Trafalgar Urban Core Sub-Area 1.
 - There are identified Natural Heritage System (NHS) lands at the eastern edge of the subject lands. The potential impacts of the NHS lands on developable land will be evaluated through the subject application as well as future applications.
 - The lands have frontage on Trafalgar Road and William Halton Parkway, which are Major Arterial/Transit Corridors, as well as Burnhamthorpe Road which is identified as an Avenue/Transit Corridor.
 - There is a new Avenue/Transit Corridor (north-south) that is planned along the eastern property boundary.
2. Land Use Plan (Figure NOE2)– The subject lands are within the Trafalgar Urban Core Area. The same new road is identified as above.
3. Master Plan (Appendix 7.3) – The Master Plan identifies the following components for the Site: Trafalgar Urban Core Area, NHS, as well as a second north-south local road that bisects the site.
4. Natural Heritage (NOE3) - There are identified NHS lands on the eastern edge of the site that will be evaluated through this application and future applications to determine the impacts to developable area.
5. Transportation Plan (Figure NOE 4) –Trafalgar Road is identified as both Major Arterial/Transit Corridor and a Busway Corridor. The recently constructed William Halton Parkway bisected the subject lands to the east of Trafalgar resulting in two separate parcels. Burnhamthorpe Road is designated as a Avenue/Transit Corridor as well as a Community Service Corridor. A future north-south Avenue/Transit Corridor identified for Secondary Transit Corridor Service will be located on the eastern property boundary.

Policies

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.

- c) To reflect the land use objectives as set out within the Halton Urban Structure Plan (April 1994).
- 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.
- e) To encourage a closer relationship between the workplace and home through land use planning decisions.
- 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.

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.
- c) To establish a transportation system that complements and supports the existing and future urban structure and land use pattern.
- 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 services.
- e) To explore all modes of transportation including the use of HOV lanes, express bus lanes and transit rights-of-way on the existing and future road network in Oakville, as well as other innovative approaches to transit.
- 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.

7.3.2 Urban Core

The Urban Core designations reflect the most urban part of the North Oakville East Plan Area. These areas provide for the densest development and the highest order activities including a full range of residential, retail and service commercial, entertainment, cultural, business and institutional uses. Mixed use development is encouraged. Ultimately it is intended that Urban Core lands will become true mixed use urban areas. The primary focus of this development is along Trafalgar Road, with the north side of Dundas St. and the intersection of Neyagawa Boulevard and Burnhamthorpe Road having an important, but more secondary role.

7.3.6.2 Housing Mix Target

The High Density housing unit target for the ultimate development of the NOESP area is between 20% and 35%.

7.4.3 Air/Energy Efficiency

The Town recognizes that air quality in North Oakville East will be significantly influenced by air pollutant emissions from outside the area. However, the Town will work to improve air quality and energy efficiency in North Oakville East:

- a) by directing through the Secondary Plan policies, and their implementation, through the evaluation of development applications, and through the initiation of municipal programs and works, consideration of the following land use and transportation strategies to minimize the amount of vehicular travel and emissions:
 - i) concentrate activity centres such as places of worship, recreation centres and schools;
 - ii) encourage mixed-use development;
 - iii) encourage increased density near transit stops/stations and along transit routes commensurate with the type and frequency of transit service planned for that area and/or corridor;
 - iv) provide pedestrian and bicycle facilities;
 - v) ensure an interconnected street network;
 - vi) develop a strategy for the provision of public parking facilities at key locations; and,
 - vii) provide convenient and efficient transit service.

7.5.4 General Design Directions

- a) All development, particularly in the Urban Core Areas, Neighbourhood Centre and General Urban Areas, shall be designed to be compact, pedestrian and transit friendly in form. Mixed use development will be encouraged.
- 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.
- e) Higher-density housing shall be located close to Arterial Roads, Avenues, Connectors and transit stops, within Neighbourhood Centres and the Urban Core Areas.

7.5.14 Trafalgar Urban Core Area

The Trafalgar Urban Core Area as designated on Figures NOE1 and NOE2 is intended as the focal point for development in North Oakville East. The Trafalgar Urban Core Area is of particular significance because of the magnitude and mix of uses which it is planned to accommodate and the important roles it is designed to play as a service, employment, residential and community activity focus. It will ultimately be a pedestrian oriented mixed use area with a full range of uses at the highest densities in the Planning Area. Trafalgar Road was an important historical route and continues to serve as a significant entrance to Oakville. It provides a major physical link from a transportation perspective and the Core Area development should ensure a strong relationship to the Uptown Core, as well as the Midtown Core and Downtown areas. Key design elements of this area include:

- a) Mixed use development shall be permitted and strongly encouraged throughout the Core Area;
- b) Trafalgar Road shall have a strong street-related built edge, wide sidewalks, enhanced tree plantings and other design features to reflect its significance as the community “main street”;
- c) The development in the area of the Trafalgar/Dundas and the Trafalgar/Burnhamthorpe intersections is envisioned as mixed use nodes with a commercial focus that serve to anchor the Trafalgar Urban Core Area; and in the case of the Trafalgar/Dundas intersection ensures a strong relationship with the Uptown Core to the south;

- d) Minimum and maximum setbacks, densities and other standards will be implemented in the zoning by-law to ensure that development achieves the standards required as a basis for the creation of this core area; and,
- e) Urban squares will be established at key focal points within the Trafalgar Urban Core Area. Urban squares will generally consist of passive open space areas.
- f) Retail and service commercial development will be encouraged in a “main street” format where retail and service commercial uses are oriented to the street creating a pleasant pedestrian shopping environment. These retail and commercial uses may be in stand alone stores or in the ground floors of mixed use buildings. Although the entirety of Trafalgar Road shall have a strong street- related built edge, it is anticipated that the areas of retail and service commercial development will be clustered into a few areas. Additional commercial areas may occur throughout the Trafalgar Urban Core Area. In areas of commercial development:
 - i) the principal public entrance should provide direct access onto the public sidewalk;
 - ii) the primary windows and signage should also face the street;
 - iii) buildings facing the street should be encouraged to have awnings, canopies, arcades or front porches to provide weather protection;t
 - iv) no parking, driveways, lanes or aisles should be permitted between buildings and the public sidewalk;
 - v) buildings should have a consistent setback and parking lots abutting the street shall be limited and designed in accordance with the provisions of Section 7.5.7.1;
 - vi) the location and design of any large retail stores shall consider the design alternatives set out in Section 7.5.13 b); and,
 - vii) any commercial nodes including large retail stores should be integrated into the pattern of streets and blocks of which they are a part. The pattern of blocks and the physical design of the buildings in relation to the street should encourage pedestrian circulation to, from and within this commercial area. Streets, sidewalks and the orientation of buildings shall be designed to create comfortable, enjoyable pedestrian movement in a vibrant public realm.
- g) The commercial node south of existing Burnhamthorpe Road shall provide for a large scale commercial development serving the commercial needs of the community. It is intended that the built form in this area may be primarily single storey, but over time, this area may intensify to a more mixed use, multi-storey character. The location and design of large retail stores shall consider the design alternatives set out in Section 7.5.13 b). The commercial

node should be integrated into the pattern of streets and blocks of which it is a part. The pattern of blocks and the physical design of the buildings in relation to the street should encourage pedestrian circulation to, from and within this commercial area. Streets, sidewalks and the orientation of buildings shall be designed to create comfortable, enjoyable pedestrian movement in a vibrant public realm.

- h) The urban design guidelines for the Trafalgar Corridor shall provide greater direction on building locations, site planning massing, pedestrian systems, transit integration and urban square locations and other related design matters.

7.6.4 Trafalgar Urban Core Area

7.6.4.1 Purpose

The Trafalgar Urban Core Area is identified in Section 3, Urban Structure and Schedule A1, Urban Structure of the Livable Oakville Plan as part of the Nodes and Corridors element. Nodes and Corridors are key areas identified as the focus for mixed use development and intensification and comprise the town's strategic growth areas, as defined in the Growth Plan, 2017.

The Trafalgar Urban Core Area designation on Figure NOE2 is designed to ultimately provide for the creation of a major Node - a dense, mixed use development concentration that is pedestrian and transit oriented. This area will link to and complement the Uptown Core to the south of Dundas Street.

7.6.4.2 Permitted Uses, Buildings and Structures

- i) The permitted uses shall be the full range of employment, commercial, including retail commercial, accommodation, institutional, cultural, health and medical, and entertainment uses, medium and high density residential uses, and related public uses such as urban squares and parking.
- ii) Permitted uses shall be primarily located in medium and high density residential, office and institutional buildings. Both mixed use and single use buildings shall be permitted and this may include single use retail and service commercial buildings, including supermarkets and department stores particularly in Trafalgar Urban Core Area 2. In addition, industrial buildings with an office component shall be permitted in Urban Core Area 1 as designated on Figure NOE1.
- iii) Institutional uses are considered key components of the development of the Trafalgar Urban Core Area, particularly major regional uses. They will be encouraged to locate throughout the Urban Core Area, particularly on sites fronting on Trafalgar Road.
- iv) The total retail commercial development in this designation shall not exceed a maximum of 93,000 square metres of gross leaseable floor area. The retail commercial development shall be focused primarily in the

Trafalgar Urban Core Areas 2 and 4 as designated on Figure NOE1, with a minimum of 55,000 square metres of gross leaseable floor area located in Urban Core Area 2. Additional retail commercial development may be permitted in excess of 93,000 square metres of gross leaseable floor area without amendment to this Plan, if such additional development is justified by a market study acceptable to the Town.

- v) Drive through uses such as restaurants and financial institutions will be prohibited in the Trafalgar Urban Core Area either singly or in conjunction with otherwise permitted uses.
- vi) Service stations, which would include gas bars and other similar vehicle service uses, will not be permitted at the intersection of Trafalgar Road and Major Arterial or Avenue/Transit Corridors. They will be permitted at the intersection of Trafalgar Road and local roads or Connector/Transit Corridors, but the location of such uses will be limited so that only one will be permitted at any intersection.
- vii) Notwithstanding sub-section vi) above, service stations and related uses including a convenience retail store, restaurant and car wash are permitted uses on each of the two sites located at the north east and north west corners of Trafalgar Road and Dundas Street East respectively, subject to the zoning regulations in force as of the date of approval of this Secondary Plan and subject to site plan approval. Section 7.6.4.8 b) i) iv), c) and f) of this Secondary Plan shall not apply to these sites.
- viii) Site plans for any service station and related uses shall be required to meet a high standard of design in accordance with the Urban Design and Open Space Guidelines and the following criteria:
 - a) the street frontages of a site shall be designed with either street oriented buildings and/or by a substantial landscaped area, including low walls and/or fencing;
 - b) any building on a site which includes a use which serves the general public, as well as the customers of the service station, such as a convenience retail store or restaurant, shall have direct exposure to at least one abutting street and be located and designed to provide for a direct and separate pedestrian connection to one abutting public sidewalk without crossing a vehicle service area or parking area;
 - c) Any building with direct exposure to the abutting streets shall be designed to provide for an appropriate architectural treatment or details on main walls and windows;
 - d) significant architectural or landscape features shall be provided on the corner of corner sites, including at the intersection of Trafalgar Road and Dundas Street East;

- e) any vehicle wash facility shall generally be located as far from the street line as reasonably possible, while providing for sufficient space for vehicle stacking, appropriate setbacks from property lines and landscaping;
- f) sustainable site design practices may be integrated into service station developments; and
- g) provision in the site design for emerging automotive technologies may be considered.

7.6.4.3 Core Areas – Figure NOE 1

The Core Area shall be composed of four different development areas as designated on Figure NOE1. Each sub-area will have a different development focus, however all uses will be oriented to and designed to define the street.

7.6.4.4 Land Use Policies for Core Area 1

Urban Core Area 1 shall be comprised primarily of employment related uses, including offices and industrial buildings with office components and the general configuration of these uses shall be:

- a) Office Centre – Major office and institutional uses, as well as hotels, convention centres and ancillary retail and service commercial and business support services shall be permitted throughout, however offices shall be focused along the Trafalgar Corridor
- b) Prestige Industrial – Prestige industrial uses shall be permitted including a full range of industrial uses excluding truck terminals, works yards, waste processing, waste transfer and uses with outdoor processing or outdoor storage. Along the Trafalgar Road frontage, the built form shall be oriented to Trafalgar Road and will incorporate multiple-storey building elements.
- c) Mixed Use – Along the north side of existing Burnhamthorpe Road, mixed use development shall be permitted in a “main street” format as a transition between the employment uses to the north and the commercial and residential development to the south. This area shall provide commercial, including retail and service commercial uses, and business support facilities. Office and institutional uses shall also be permitted. Both mixed use and single use buildings shall be permitted.

7.6.4.7 Land Use Policies for Core Area 4

Urban Core Area 4 shall consist primarily of high density residential, major institutional and commercial uses including a “main street” commercial area. The general configuration of these uses shall be:

- a) Mixed use development including office, commercial and residential uses will be permitted throughout the area, but will be encouraged at the south end of

Trafalgar Road and along Dundas Street, as well as on the Avenue/Transit Corridors. Mixed use and retail and service commercial uses shall be permitted and encouraged in a “main street” format. However, in order to create strong street-related commercial and mixed use areas, priority will be given to clustering such uses into a few areas particularly in the initial phases of development;

- b) High Density Residential uses will be permitted and encouraged to locate along Trafalgar Road and on the Avenue/Transit Corridors; and,
- c) Medium Density Residential uses will be permitted in this area and will be encouraged to locate in areas which complement adjacent high density residential development, as well as at the edges of the area as a transition to adjacent residential neighbourhoods.

7.6.4.8 Land Use Policies for All Core Areas 1-4

- a) Urban Core Areas 1-4 will be visually connected by establishing a coherent streetscape along Trafalgar Road through a number of design features and mechanisms identified in the applicable urban design guidelines, including provisions for landscaping, signage, street furniture and other features in the public right of way, and guidelines for the siting and massing of adjacent buildings. These areas will also be physically connected by road, transit, pedestrian and bicycle linkages. In addition, urban squares will be established through the Core Area at key focal points.
- b) The highest development densities will be focused along Trafalgar Road, with building heights and densities generally scaling down east and west of Trafalgar Road. Development at the edge of the Urban Core will be designed as a transition to abutting residential neighbourhoods. A mix of uses shall be permitted in the Trafalgar Urban Core Area- with a range of heights and densities to support transit, with development being encouraged to exceed the minimum density to better support transit use where ever possible:
- c) Minimum Density
 - i) A minimum planned density for the Trafalgar Urban Core shall be established through the Regional Municipal Comprehensive Review, in conformity with the Growth Plan;
 - ii) Until that time, development applications in this Area shall ensure that they meet transit supportive densities as established in Provincial guidelines.
- d) Building Heights
 - i) Development within 100m from the Trafalgar Road right-of-way shall be a minimum height of 8 storeys, excluding podium elements which may be lower.

- ii) Development between 100m and 300m from the Trafalgar Road right-of-way shall be a minimum height of 6 storeys, excluding podium elements which may be lower and as provided for in policy 7.6.4.8.e).
- iii) Development beyond 300m from the Trafalgar Road right-of-way shall be a minimum height of 3 storeys.
- iv) A commercial or industrial building permitted as part of a comprehensive development, including implementing zoning, shall be a minimum height of 5 metres.
- v) Notwithstanding Section 7.6.4.8.d.iii) a minimum height of 2 storeys may be permitted along the western and eastern boundaries which directly abut residential neighbourhoods, as identified in Figure NOE1.
- vi) Notwithstanding the above, school sites as identified on Figure NOE2, may be a minimum height of 2 storeys.
- vii) A maximum height of 15 storeys shall be permitted, with the exception of lands at the intersection of Major Arterial/Transit Corridors and Avenue/Transit Corridors with Trafalgar Road or Dundas Street where the maximum height shall be 20 storeys.
- viii) In accordance with Section 7.6.2.2.a.v), increases of up to 4 storeys beyond the maximum permitted building height, exclusive of bonusing, may be considered where adjacent to stormwater management ponds.
- ix) Increases beyond the maximum permitted building height may be considered through bonusing, subject to Section 7.10.2.

e) Medium and High Density Residential Development

Notwithstanding Section 7.6.4.8.d)ii), stand-alone townhouses with a minimum height of 3 storeys may be permitted in the area between 100m to 300m of the Trafalgar Road right-of-way, provided that:

- i) they are part of a comprehensive development, including implementing zoning;
- ii) they do not exceed 15 percent of the total number of units within the total area of the comprehensive development plan between 100m and 300m of the Trafalgar Road right-of-way;
- iii) the achievement of a complete community is supported;
- iv) a diverse mix of land uses is provided; and,
- v) a diverse range and mix of housing options is provided.

- f) The zoning by-law shall establish minimum and maximum setbacks, densities and other standards to ensure that development achieves the minimum standards required as a basis for the creation of this Core Area.
- g) 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.
- h) The Zoning By-law shall also establish the maximum amount of Trafalgar Road frontage for each lot which may be used for surface parking. This provision shall provide differing standards for various land uses with the most restrictive standard required for mixed use and ‘main street’ type development.

The Town will encourage the development of parking structures or underground parking, including the consideration of additional density through the zoning by-law for sites where at least 40 percent of the required parking is provided in decked structures or underground.

- i) Where the minimum standards are not proposed to be achieved with the initial development proposals, the applicant shall be required to submit an intensification plan demonstrating how the ultimate density and other objectives for the site can be achieved. The intensification plan shall address:
 - the provision of local roads and small blocks;
 - the means to achieve a safe pedestrian and transit friendly streetscape with the initial uses;
 - the siting and orientation of buildings within the block and to the street for the initial development and longer term intensification;
 - the siting and orientation of parking for the initial development and changes to parking to accommodate the intensification process; and
 - the ability to achieve both short term and longer term intensification, the former potentially through intensification around initial buildings or reserved sites and the latter through possible redevelopment of the initial buildings themselves.

Based on this information, the Town will consider a reduction in the minimum density on specific sites to the following minimum densities:

- 0.25 for retail and service commercial uses provided the interim development also complies with the design policies of Section 7.5.14 g) and h) and the land use policies of this section.
- 0.4 for all other uses.

- j) The Town will take a leadership role in encouraging the high density and mixed use development which will form significant components of the ultimate development of the Trafalgar Urban Core Area. The Town, through the Implementation Strategy, will establish the mechanisms to achieve the early development of high density and mixed use development. In particular, the Town will investigate a range of mechanisms to encourage the early development of high density and mixed use development including bonus zoning, parkland dedication approaches, provision of municipal parking facilities, and tax and development charge structure modifications.