

## Appendix “E”: Policy Excerpts

### **Provincial Policy Statement - 2020**

The Provincial Policy Statement (2020) (‘PPS’) is intended to promote a policy led system, which recognizes that there are complex relationships among environmental, economic and social factors in land use planning. The PPS encourages the wise management of land to achieve efficient development and land use patterns by directing growth to settlement areas and by promoting a compact development form.

The subject lands are located within a settlement area, which are to be the focus of growth and development (policy 1.1.3.1). The land use patterns within the settlement area based on densities and a mix of land uses that, among other matters, efficiently use land and resources, appropriately use the infrastructure and public service facilities that are planned or available and are transit supportive.

#### **Part V: Policies**

##### **1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns**

1.1.1 – Healthy, liveable 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 affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of *settlement areas* in those areas which are adjacent or close to *settlement areas*;
- e) promoting the integration of land use planning, growth management, *transit-supportive* development, *intensification* and *infrastructure* planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary *infrastructure* and *public service facilities* are or will be available to meet current and projected needs;
- h) promoting development and land use patterns that conserve biodiversity;  
and
- i) preparing for the regional and local impacts of a changing climate.

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by

## Appendix “E”: Policy Excerpts

provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a *provincial plan*, that time frame may be used for municipalities within the area.

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

Nothing in policy 1.1.2 limits the planning for *infrastructure*, *public service facilities* and *employment areas* beyond a 25-year time horizon.

### 1.1.3 Settlement Areas

Settlement areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. Ontario’s settlement areas vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.

The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

1.1.3.1 *Settlement areas* shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the *impacts of a changing climate*;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed; and
- g) are freight-supportive.

Land use patterns within *settlement areas* shall also be based on 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

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for *transit-supportive* development, accommodating a significant supply and range of *housing options* through *intensification* and *redevelopment* where this can be accommodated taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned *infrastructure* and *public service facilities* required to accommodate projected needs.

## Appendix “E”: Policy Excerpts

- 1.1.3.4 Appropriate development standards should be promoted which facilitate *intensification*, *redevelopment* and compact form, while avoiding or mitigating risks to public health and safety.
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions. However, where provincial targets are established through *provincial plans*, the provincial target shall represent the minimum target for affected areas.
- 1.1.3.6 New development taking place in *designated growth areas* should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities*.

### 1.2 Coordination

- 1.2.1 A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including:
- a) managing and/or promoting growth and development that is integrated with *infrastructure* planning;
  - b) economic development strategies;
  - c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;
  - d) *infrastructure, multimodal transportation systems, public service facilities and waste management systems*;
  - e) ecosystem, shoreline, watershed, and Great Lakes related issues;
  - f) natural and human-made hazards;
  - g) population, housing and employment projections, based on *regional market areas*; and
  - h) addressing housing needs in accordance with provincial policy statements such as the Policy Statement: Service Manager Housing and Homelessness Plans.

### 1.4 Housing

- 1.4.1 To provide for an appropriate range and mix of *housing options* 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 15 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.

## Appendix “E”: Policy Excerpts

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-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 options* and densities to meet projected market-based and affordable housing needs of current and future residents of the *regional market area* by:
- a) establishing and implementing minimum targets for the provision of housing which is *affordable to low and moderate income households* and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
  - b) permitting and facilitating:
    - 1. all *housing options* required to meet the social, health, economic and well-being requirements of current and future residents, including *special needs* requirements and needs arising from demographic changes and employment opportunities; and
    - 2. all types of *residential intensification*, including additional residential units, and *redevelopment* in accordance with policy 1.1.3.3;
  - c) directing the development of new housing towards locations where appropriate levels of *infrastructure* and *public service facilities* are or will be available to support current and projected needs;
  - d) promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation* and transit in areas where it exists or is to be developed;
  - e) requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations; and
  - f) establishing development standards for *residential intensification*, *redevelopment* and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

### 1.6 Infrastructure and Public Service Facilities

- 1.6.1 *Infrastructure and public service facilities* shall be provided in an efficient manner that prepares for the *impacts of a changing climate* while accommodating projected needs.

Planning for *infrastructure* and *public service facilities* shall be coordinated and integrated with land use planning and growth management so that they are:

## Appendix “E”: Policy Excerpts

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b) available to meet current and projected needs.

1.6.3 Before consideration is given to developing new *infrastructure* and *public service facilities*:

- a) the use of existing *infrastructure* and *public service facilities* should be optimized; and
- b) opportunities for adaptive re-use should be considered, wherever feasible.

1.6.4 *Infrastructure* and *public service facilities* should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Section 3.0: Protecting Public Health and Safety.

1.6.5 *Public service facilities* should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and *active transportation*.

### 1.6.7 Transportation Systems

1.6.7.1 *Transportation systems* should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

1.6.7.2 Efficient use shall be made of existing and planned *infrastructure*, including through the use of *transportation demand management* strategies, where feasible.

1.6.7.3 As part of a *multimodal transportation system*, connectivity with and among *transportation systems* and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future uses of transit and *active transportation*.

### 1.6.8 Transportation and Infrastructure Corridors

1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

1.6.8.2 *Major goods movement facilities and corridors* shall be protected for the long term.

## **Appendix “E”: Policy Excerpts**

1.6.8.3 Planning authorities shall not permit *development* in *planned corridors* that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

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

1.6.8.4 The preservation and reuse of abandoned corridors for purposes that maintain the corridor’s integrity and continuous linear characteristics should be encouraged, wherever feasible.

1.6.8.5 The co-location of linear *infrastructure* should be promoted, where appropriate.

1.6.8.6 When planning for corridors and rights-of-way for significant transportation, electricity transmission, and *infrastructure* facilities, consideration will be given to the significant resources in Section 2: Wise Use and Management of Resources.

### **2.6 Cultural Heritage and Archaeology**

2.6.3 Planning authorities shall not permit *development* and *site alteration* on *adjacent lands* to *protected heritage property* except where the proposed *development* and *site alteration* has been evaluated and it has been demonstrated that the *heritage attributes* of the *protected heritage property* will be *conserved*.

### **Growth Plan (2019)**

The Growth Plan is a long-term plan that intends to manage growth, build complete communities, curb sprawl and protect cultural heritage resources and the natural environment.

The Growth Plan provides policies for where and how to grow, directing population and employment growth to urban areas and rural settlement areas with delineated built boundaries on full municipal services (policy 2.2.1). The policies of the Growth Plan are to be applied to support complete communities that feature a diverse mix of land uses with convenient access to local stores, services, and public service facilities, provide a diverse range and mix of housing options, expand convenient access to transportation options.

#### **Section 1.2.1 – Guiding Principles**

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability.*
- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*

## Appendix “E”: Policy Excerpts

- Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.
- Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Métis communities.
- Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.

### Section 2.2 – Policies for Where and How to Grow

#### 2.2.1 – Managing Growth

2.2.1.2 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:
  - i. have a *delineated* built boundary;
  - 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:
  - i. *delineated built-up areas*;
  - 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*;

2.2.1.4 Applying the policies of this plan will support the achievement of *complete communities* that:

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

## Appendix “E”: Policy Excerpts

- e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;
- f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and
- g) integrate green infrastructure and low impact development.

### 2.2.2.3 – Delineated Built-up Areas

All municipalities will develop a strategy to achieve the minimum intensification target and *intensification* throughout *delineated built-up areas*, which will:

- a) encourage *intensification* generally to achieve the desired urban structure;
- b) identify the appropriate type and scale of development and transition of built form to adjacent areas;
- c) identify *strategic growth areas* to support achievement of the intensification target and recognize them as a key focus for development;
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of *complete communities*;
- e) prioritize planning and investment in *infrastructure* and *public service facilities* that will support *intensification*; and
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

### 2.2.6.3 – Housing

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.

## Section 4 – Policies for Protecting What is Valuable

### 4.2.7 Cultural Heritage Resources

1. *Cultural heritage resources* will be *conserved* in order to foster a sense of place and benefit communities, particularly in *strategic growth areas*.
2. Municipalities will work with stakeholders, as well as First Nations and Métis communities, in developing and implementing official plan policies and strategies for the identification, wise use and management of *cultural heritage resources*.

### 1984 Oakville Official Plan (2006 Consolidation)

The 1984 Oakville Official Plan (2006 Consolidation) is the ‘parent plan’ to the North Oakville West Secondary Plan (By-law 2009-014), and as such, the policies of the 1984 Oakville Official Plan (2006 Consolidation) apply to the subject lands.

*The Lands are designated as Special Study Area in the Official Plan. Policies intended to apply to the subject lands are currently under appeal. Therefore, there are currently no applicable policies to better direct the intended land uses for the property.*



## Appendix “E”: Policy Excerpts

### Official Plan Amendment 198 (By-law 2002-030)

Item 20 – Part E, Section 4.1 is deleted and replaced by the following:

#### 4.1 Urban Area – North Oakville Special Study Area

a) Vision

North Oakville’s development should reflect Oakville’s distinct historical roots and small-town heritage and Trafalgar Township’s village rural heritage, with nodal development, prestige industry, and green linkages continuing to define Oakville’s unique landscape.

North Oakville should also be forward-looking. It should be a model of smart growth and social diversity. It should enhance the Town’s reputation for excellence and its capacity to link the past, present and future.

b) Purpose

It is the intent of these policies to guide the development of the North Oakville Special Study Area to include a variety of residential, employment, commercial, institutional, and open space uses.

c) Boundaries – The boundaries of the Special Study Area are:

North – Hwy. 407 and Town Boundary east of Sixth Line

South – Dundas Street

East – Ninth Line

West – Tremaine Road

d) Background

The Town shall develop two secondary plan studies, one for the area east of Sixteen Mile Creek and one for the area west of Sixteen Mile Creek, to implement its objectives for the development of this area. In the preparation of the secondary plans and related background studies, consideration shall be given to the detailed analyses which have already been undertaken for the North Oakville Special Study Area, particularly in the following studies:

- The North Oakville Natural Heritage Inventory and Analysis that was adopted by Council in June 1999, and revised November 2000.
- The North Oakville Strategic Land Use Options Study that Council adopted in August 2000 identified a general land use plan for the Special Study Area together with a population target of 55,000 and an employment target of 35,000 on 900 net hectares of land.

## **Appendix “E”: Policy Excerpts**

### e) General Development Objectives

The following general development objectives will guide the future urban development of the Special Study Area including the protection and enhancement of natural features and the preparation of the secondary plans for each community.

The development of this area will be in accordance with all provincial policies, including provincial smart growth principles, and with all Regional Official Plan policies as set out in the Halton Region Official Plan as amended. All secondary plans for this area shall conform to the ROP policies and designations with respect to Urban Area, Nodes, Greenlands A, Greenlands B and Parkway Belt Corridors as set out in the Regional Official Plan.

### Environment and Open Space

1. To establish as a first priority of the Town, a natural heritage/open space system, the majority of which is in public ownership, including but not limited to all natural features identified in the North Oakville Natural Heritage Inventory and Analysis as Categories 1 to 5 and east-west linkages, (shown conceptually on the natural heritage system plan from the Natural Heritage Inventory and Analysis in Part F, Appendix IV to this Plan, which is provided for reference purposes only) which protects and enhances the existing natural environment. Figures F1 and F2 as amended as per Part E, Section 4.1 e) Environment and Open Space shall be finalized and used as the guiding conceptual study, prior to or as part of the preparation of any secondary plans for the area.
2. To create a sustainable natural heritage/open space system which provides a balance between active and passive recreational needs and links to the existing open space system within the Town.
3. To identify, protect and preserve natural heritage features including but not limited to all Category 1 – 5 areas identified in the North Oakville Natural Heritage Inventory and Analysis and ensure that their recreational use respects their functional role as natural areas within the ecosystem.
4. To incorporate measures intended to achieve the goals of environmental protection and enhancement, energy conservation and increased utilization of public transit.

### Residential

1. To create residential communities which complement the existing built form and incorporate the best community planning and urban design practices available while protecting and enhancing the area’s natural heritage features.
2. To establish development densities that are consistent with the density established by the Halton Urban Structure Plan.

## **Appendix “E”: Policy Excerpts**

3. To reflect the land use objectives as set out within the Halton Urban Structure Plan (April 1994).
4. To provide for more efficient land use, lower servicing costs and energy conservation through the provision of a mix of housing forms and tenures.
5. To encourage a closer relationship between the workplace and home through land use planning decisions.

### Transportation

1. To create a system of roads and transportation corridors which promotes the safe and efficient circulation of vehicular traffic including transit and non-vehicular traffic.
2. To establish an efficient and linked pedestrian movement system (cycleways and walkways) that does not rely on the automobile to meet the recreational, shopping and commuter needs of daily life.
3. To establish a transportation system that complements and supports the existing and future urban structure and land use pattern.
4. To promote transit opportunities through community design.
5. To explore all modes of transportation including the use of HOV lanes on the existing and future road network in Oakville.

### Servicing

1. To provide for water and wastewater services together with storm drainage works reflecting the requirements of the various levels of government together with the recommendations of the North Oakville subwatershed studies and attempting to minimize the impact on the natural environment.
2. To ensure that the development industry absorbs its share of the cost in the provision of the necessary infrastructure.

### f) Proposed Communities/Districts

Within the North Oakville Special Study Area, four new communities are to be created as follows:

1. 407 West – employment district
2. Sixteen Hollow – employment district
3. Glenorchy – residential community/employment district
4. Joshua’s Meadows – residential community/employment district

Figure G, ‘Community Organization’, includes the general location of the residential and employment uses for the land north of Dundas Street.

The identification of a dividing line between the residential and employment areas is not fixed and shall be finalized through the associated secondary plan process. The residential area on the north side of Burnhamthorpe Road, east of

## **Appendix “E”: Policy Excerpts**

Fourth Line will be considered as a transitional area. This area will be considered for commercial, institutional and higher density residential uses.

The creation of each secondary plan will be in accordance with the policies as set out in Part E, Section 3 of this Plan.

The Agriculture policies of this Plan shall apply to the Special Study Area north of Dundas Street until such a time as these lands have been developed.

### **g) Phasing**

Figure C, Phasing Structure Plan of this Official Plan identifies the North Oakville Special Study Area as Phase 3 of the Urban Area.

The sub-phasing of each secondary plan in Phase 3 shall be established as part of the secondary plan process. Sub-phasing for each community can proceed independently of each other.

It is the intent of this Plan that:

- a. The development of the employment districts will be encouraged to occur concurrently with the development of nearby residential lands.
- b. Progression of development is contingent on the availability and efficient utilization of public infrastructure and services
- c. Progression of development will follow a logical sequence generally south to north which will include sub-phasing.
- d. Residential development shall proceed in a manner to ensure that adequate schools, health care facilities are provide in a timely manner.

# Appendix “E”: Policy Excerpts

## Zoning By-law 2009-189

Section 7.0

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### Future Development Zone

#### 7.13 Future Development (FD) Zone Regulations *(2012-001)* *(2022-007)*

##### 7.13.1 Permitted Uses

- i. The uses as permitted in Section 4.3.1.
- ii. Infrastructure for which an Environmental Assessment has been completed or which are required as a condition of approval under the Planning Act, subject to the following provisions:
  - a. Notwithstanding any other provision of this By-law, any *building or structure* for the purpose of providing or sheltering infrastructure shall not be subject to Section 7.13.2;
  - b. Any *building or structure* used for a *general office use, public works yard, or warehouse* shall not be permitted.
- iii. The *use* of legally existing *buildings and structures* by new *accessory uses*.

##### 7.13.2 Permitted Expansion of Legal Buildings and Structures

The existing *lot coverage* on the day of the passage of this by-law, for all existing *buildings or structures* and existing *accessory buildings or structures*, may be increased by a maximum of 10% subject to regulations of this section and section 5.

##### 7.13.3 Maximum Height

10 metres except for *agricultural buildings*

##### 7.13.4 Minimum Yards

*Front Yard and Flankage* - 9 m  
*Side Yard* - 2.4 m  
*Rear Yard* - 7.5 m

*(Performance zones relocated by 2012-001 and 2013-065)*