

# North Oakville East Secondary Plan

March 2023 Consolidation

## **7.1 INTRODUCTION**

### **7.1.1 PURPOSE**

The purpose of the North Oakville East Secondary Plan is to establish a detailed planning framework for the future urban development of the North Oakville East Planning Area (also referred to in this Secondary Plan as the Plan Area, and as North Oakville East). The Planning Area is comprised of the Glenorchy and Joshua's Meadows residential communities / employment districts and approximately 53 hectares of the Sixteen Hollow residential community/employment district located as identified on Figure G, Community Organization to the Official Plan.

### **7.1.2 LOCATION**

The lands which are subject to the policies of the North Oakville East Secondary Plan are shown on Map 1, Regional Setting, and Figure NOE1, Community Structure Plan, and are bounded by:

- a) North: Highway 407 and the Town boundary;
- b) East: Ninth Line (Regional Road 13);
- c) South: Dundas Street (Regional Road 5); and,
- d) West: The centre line of Sixteen Mile Creek, and the westerly limit of Lot 25, Concession 1, N.D.S.

### **7.1.3 SECONDARY PLAN STRUCTURE**

The Secondary Plan includes the following maps:

- a) Map 1 Area Context
- b) Figure NOE1 Community Structure Plan
- c) Figure NOE2 Land Use Plan
- d) Figure NOE3 Natural Heritage Component of the Natural Heritage and Open Space System including Other Hydrological features.
- e) Figure NOE4 Transportation Plan

The text of the Plan is structured as follows:

- a) Section 7.2 Community Vision;
- b) Section 7.3 Community Structure;
- c) Section 7.4 Sustainable Development Strategy;
- d) Section 7.5 Community Design Strategy;
- e) Section 7.6 Land Use Strategy;
- f) Section 7.7 Community Services Strategy;
- g) Section 7.8 Development Review;
- h) Section 7.9 Growth Management Strategy; and,
- i) Section 7.10 Implementation and Interpretation.

## **7.3 COMMUNITY STRUCTURE**

### **7.3.1 PURPOSE**

Figure NOE1, the Community Structure Plan, establishes a range of components which define the general arrangement of land use and activity for the Planning Area.

Each component of the Community Structure Plan has its own function which is described in the following sections, together with the ultimate population, housing and employment targets.

### **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.

### **7.3.4 EMPLOYMENT DISTRICTS**

Employment Districts refer to land designed to accommodate development of predominantly employment generating uses including a wide range of industrial and office development. Limited retail and service commercial uses designed to serve the businesses and employees will also be permitted within the Employment Districts.

## **7.5 COMMUNITY DESIGN STRATEGY**

### **7.5.7 PARKING AREAS**

#### **7.5.7.1 Off-Street Parking**

Off-street parking areas shall be designed to reduce their visual impact on both the adjoining streetscape and on people using the facility by:

- a) Screening of the parking lot at the street and adjacent to residential development through the use of features such as low fences, walls and landscaping and in a manner which reflects the safe community design policies of Section 7.5.10;

- b) Locating the parking lot, within commercial or mixed use developments, to the side or rear of the main building and permitting no or only minimal parking in front of the main building. However, in sub-area 2 of the Trafalgar Urban Core, within the Dundas Urban Core Area at Neyagawa and within the Neyagawa Urban Core, where large retail stores are proposed, design alternatives designed to contribute to the creation of a vibrant and active streetscape, may include, among other possible alternatives, locating large retail stores in the interior or at the rear of commercial or mixed use development blocks with smaller stores and building oriented to surrounding Arterial, Avenue or Connector Roads to create a strong street presence. Alternatively, the frontage of the large retail store facing the Arterial, Avenue or Connector Road should be lined with smaller stores or multiple building entrances. Parking areas will be integrated with development associated with large retail stores, in a manner designed to contribute to the objective of a vibrant and active streetscape.
- c) The use of landscaping or decorative paving to reduce the visual expanse of large parking areas;
- d) Joint access to parking lots on adjoining properties where feasible; and,
- e) Provision of pedestrian walkways adjacent to stores, between building clusters, and to provide pedestrian access to transit stops, public sidewalks and other developments. These walkways may need to cross parking lots to provide the required access.

#### **7.5.13 URBAN CORE AREAS – INTERIM USES & PHASED DEVELOPMENT**

Urban Core Areas, particularly the Trafalgar Urban Core Area, are intended to ultimately provide for a primarily mixed use development which is the densest in North Oakville. In order to ensure that the ultimate development form is not constrained by interim land uses and the development of initial phases, the following planning and design principles will form the basis for development:

- a) Buildings shall be planned on the basis that intensification will occur, either by future phases of development around them, by intensification or redevelopment of the buildings themselves, or both. Nevertheless, except for minor buildings and structures, buildings and other facilities shall be viewed as if permanent (i.e., potentially remaining for the long term). Accordingly, buildings shall be located on the site to the urban standards set out in this section and planned so that future phases of intensification are not inhibited.
- b) Development shall be designed to be pedestrian and transit friendly from the outset. In particular, development shall generally be oriented to the street and designed to promote a vital and safe street life and to support the early provision of transit. However, large retail stores, which are permitted within the Urban Core Areas, are often not conducive to a vibrant and active street life. Design alternatives to address such stores may include, among other possible

alternatives, locating these stores in the interior of commercial or mixed use development blocks with smaller stores and buildings oriented to surrounding Arterial, Avenue or Connector Roads to create a strong street presence. Alternatively, the frontage of the large retail store facing the Arterial, Avenue or Connector Road could be lined with smaller stores or multiple entrances.

- c) The highest density development should be concentrated on Trafalgar Road in the Trafalgar Urban Core Area.
- d) Design guidelines shall be developed to ensure appropriate relationships between different forms of development recognizing that development in the Urban Core Areas will include a variety of built-forms, and will change and evolve over time.
- e) A street and open space network that fosters connections within the Urban Core Areas and between the Urban Core Areas and the wider community will be created.
- f) Design excellence shall be promoted and shall convey aspects of the Town's local character throughout the Urban Core Areas.

#### **7.5.16 NEYAGAWA URBAN CORE**

The Neyagawa Urban Core is intended to provide a mixed use area to accommodate a range of commercial, residential and institutional uses as a focal point for the western portion of the Planning Area. Development will be at lower densities than those found in the Trafalgar Urban Core, however,

- a) Where retail and service commercial development is permitted it will be encouraged to be oriented to the street creating a pleasant, pedestrian shopping environment. These retail and service commercial uses may be in stand alone stores or in the ground floors of mixed use buildings. 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 face the street;
  - iii) buildings facing the street should be encouraged to have awnings, canopies, arcades or front porches to provide weather protection;
  - iv) no parking, driveways, lanes or aisles should be permitted between the buildings and public sidewalks;
  - v) buildings should have a consistent setback and parking lots abutting the street should 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,

- 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.
- b) Minimum and maximum setbacks, densities and other standards will be implemented through the zoning by-law to ensure that development achieves the standards required as a basis for the creation of this core area.

#### **7.5.17 EMPLOYMENT DISTRICT**

The Employment District will permit a full range of employment uses. In addition, limited retail and service commercial uses serving the employment area shall be clustered at the intersections with Arterial, Avenue and Connector roads. These sites and uses will be zoned in a separate zone in the implementing Zoning By-law.

The Urban Design and Open Space Guidelines and Zoning By-law will also apply standards designed to enhance the compatibility of permitted employment uses with residential and other sensitive development located within nearby Transitional, Residential or Institutional designations including prohibition of outdoor storage adjacent to such uses.

The Urban Design and Open Space Guidelines will also apply standards to create enhanced design at entrances to the Town including at highway interchanges, major connector roads and along highway frontages including the restrictions on outdoor storage adjacent to highway and interchange frontages.

#### **7.5.18 EXISTING DEVELOPMENT**

Where new development is proposed abutting existing residential development, it shall be designed to be generally compatible with or to appropriately buffer that existing development, while maintaining options for the redevelopment of the existing residential uses.

## **7.6 LAND USE STRATEGY**

### **7.6.6 NEYAGAWA URBAN CORE AREA**

#### **7.6.6.1 Purpose**

The Neyagawa Urban Core Area designation on Figure NOE2 is intended to allow the creation of a secondary core area at the intersection of Neyagawa and a new east-west Major Arterial/Transit Corridor. The intent of this Core Area is to permit the provision of

convenience commercial, institutional and employment uses to serve adjacent neighbourhoods, as well as related residential development.

#### **7.6.6.2 Permitted Uses, Buildings and Structures**

- a) The permitted uses shall be the full range of office, commercial including retail and service commercial, accommodation, health and medical, institutional and medium and high density residential uses.
- b) 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 in accordance with the provisions in Section 7.6.6.3 c).
- c) The total retail commercial development in this designation shall not exceed a total of 31,000 sq. metres of gross leaseable floor area and may include supermarkets. Other commercial development such as financial institutions, service stations, restaurants and service commercial uses shall not be subject to this floor area limit. No single user or retail store shall exceed a maximum of 7,000 sq. metres of gross leaseable floor area.

#### **7.6.6.3 Land Use Policies**

- a) Development will be focused at the intersection of Neyagawa Blvd. and Burnhamthorpe Road and visually connected by establishing coherent streetscapes along adjacent sections of Neyagawa Blvd. and Burnhamthorpe 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 of the public right of way, and guidelines for siting and massing of adjacent buildings. Development will also be physically connected by road, transit, pedestrian and bicycle linkages.
- b) A mix of uses shall be permitted at the following heights and densities:
  - Minimum density - FSI of 0.5 with the exception of service station sites and as set out in Subsection c);
  - Maximum density - FSI of 2;
  - Medium Density Residential Density – Notwithstanding the foregoing, where medium density residential uses are permitted such development shall have a minimum density of 25 units per net hectare and a maximum density of 75 units per net hectare;
  - Minimum height - 5 metres for a commercial building and generally 3 storeys for other development; and,
  - Maximum height - 8 storeys.
- c) 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 7.5.16 b) and the land use policies of this section; and
- 0.3 for all other uses.

#### **7.7.4 PARKLAND HIERARCHY**

##### **7.7.4.5 Parkland Acquisition**

- a) As a condition of development of land, the Town shall require the conveyance of land for parkland or other public recreational purposes based on the parkland conveyance provisions of the Planning Act, and specifically:
  - i) in the case of land proposed for development or redevelopment for commercial or industrial purposes, 2 percent of the land proposed for development or redevelopment or within a plan of subdivision as the case may be; and,
  - ii) 5 percent of the land in all other cases,

provided that in the case of land proposed for development or redevelopment for residential purposes the Town shall require that land instead be conveyed at a rate of one hectare for each 300 dwelling units proposed if the application of this alternative standard would result in the conveyance of a greater area of land (unless the Town has entered into an agreement providing otherwise).

- b) The Town may, at its discretion, request cash payment in lieu of land for park purposes to the value of the land otherwise required to be conveyed; such cash will be placed in a park fund to be expended in accordance with the provisions of the Planning Act. Cash-in-lieu shall be calculated and paid at the time of issuance of building permits. The Town may also exchange lands, or accept lots- in-lieu. The proceeds may be applied to the needs of a coordinated parkland system.
- c) To ensure the orderly and timely conveyance of parkland contemplated by this Plan, the Town shall enter into a Master Parkland Agreement with landowners who propose to develop their lands within the Plan. The Master Parkland Agreement will provide for conveyance to the Town of the parkland contemplated by this Plan, and will provide for the cooperation among the landowners within the Plan in compensating each other for over-dedications and under-dedications of parkland, without the Town having to assemble parkland using its right to collect cash in lieu of parkland. All landowners within the area of the Plan who would otherwise be required to convey parkland, or pay cash in lieu of such parkland, to the Town in the manner set out in Subsections a) and b) above, and the relevant provisions of the *Planning Act*, will generally be required to execute the Master Parkland Agreement as a condition of draft plan of subdivision approval, or as a condition of approval of any other application under the *Planning Act* respecting the proposed development or redevelopment of their lands. Those landowners who execute the Master Parkland Agreement and comply with its terms will not be required to convey land or pay cash in lieu of such land to the Town in the manner set out in Subsections a) and b) above.
- d) The Town shall not accept as part of the parkland conveyance referred to in Subsection a), lands required for drainage purposes, stormwater management facilities, connecting walkways, lands susceptible to flooding, (except as set out in Section 7.4.13), steep valley slopes, hazard lands, wetlands, associated buffer areas including top-of-bank and meander belt setbacks, lands designated Core or Linkage Preserve Area or High Constraint Stream Corridor Area or Medium Constraint Stream Corridor Area or other lands unsuitable for development.
- e) All parkland conveyed to the Town shall be conveyed in a physical condition satisfactory to the Town and in accordance with the policies, practices and guidelines of the Town.