

Provincial Planning Statement, 2024

The new Provincial Planning Statement (2024), the '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. All planning decisions must be consistent with the PPS.

The subject lands are located within a *settlement area* and, more particularly, a *strategic growth area*, which is to be the focus of growth and development (Policy 2.3.1). The land use patterns within settlement areas should be based on densities and a mix of land uses which efficiently uses land and resources, optimize infrastructure, support active transportation are transit-supportive and freight-supportive. Strategic growth areas are intended to be the focus of significant population and employment growth and development to promote the achievement of complete communities that provide a range and mix of housing options, support the transit network and affordable, accessible and equitable housing.

Policies

“Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents of the *regional market area* by:
 - a) establishing and implementing minimum targets for the provision of housing that is *affordable to low and moderate income households*, and coordinating land use planning and planning for housing with Service Managers to address the full range of *housing options* including *affordable* housing needs;
 - b) permitting and facilitating:
 1. all *housing options* required to meet the social, health, economic and wellbeing requirements of current and future residents, including *additional needs housing* and needs arising from demographic changes and employment opportunities; and
 2. all types of residential *intensification*, including the *development* and *redevelopment* of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new *housing options* within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
 - c) promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation*; and

- d) requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

1. *Settlement areas* shall be the focus of growth and development. Within *settlement areas*, growth should be focused in, where applicable, *strategic growth areas*, including *major transit station areas*.
2. Land use patterns within *settlement areas* should be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) optimize existing and planned *infrastructure* and *public service facilities*;
 - c) support *active transportation*;
 - d) are *transit-supportive*, as appropriate; and
 - e) are *freight-supportive*.
3. Planning authorities shall support general *intensification* and *redevelopment* to support the achievement of *complete communities*, including by planning for a range and mix of *housing options* and prioritizing planning and investment in the necessary *infrastructure* and *public service facilities*.
4. Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions.
5. Planning authorities are encouraged to establish density targets for *designated growth areas*, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in *designated growth areas*.
6. Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within *designated growth areas* is orderly and aligns with the timely provision of the *infrastructure* and *public service facilities*.

2.4 Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas

1. Planning authorities are encouraged to identify and focus growth and development in *strategic growth areas*.
2. To support the achievement of *complete communities*, a range and mix of *housing options*, *intensification* and more mixed-use development, *strategic growth areas* should be planned:
 - a) to accommodate significant population and employment growth;
 - b) as focal areas for education, commercial, recreational, and cultural uses;

- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
 - d) to support *affordable*, accessible, and equitable housing.
3. Planning authorities should:
- a) prioritize planning and investment for *infrastructure* and *public service facilities* in *strategic growth areas*;
 - b) identify the appropriate type and scale of development in *strategic growth areas* and the transition of built form to adjacent areas;
 - c) permit *development* and *intensification* in *strategic growth areas* to support the achievement of *complete communities* and a *compact built form*;
 - d) consider a student housing strategy when planning for *strategic growth areas*; and
 - e) support *redevelopment* of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.

2.4.3 Frequent Transit Corridors

1. Planning authorities shall plan for *intensification* on lands that are adjacent to existing and planned *frequent transit corridors*, where appropriate.”

Halton Region Official Plan

As of July 1, 2024 (Bill 185), the responsibility of the Regional Plan rests with the Town of Oakville.

The subject lands are designated as ‘*Urban Area*’. The Urban Area is “planned to accommodate the distribution of population and employment for the Region and the four Local Municipalities.” One of the objectives of the Urban Area (Policy 72(1)) is 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”.

North Oakville East Secondary Plan

1. Community Structure (Figure NOE1)

- The majority of the subject lands are within the Trafalgar Urban Core Sub-area 3, with a small portion within the Natural Heritage System.
- The lands have frontage on Trafalgar which is a Major Arterial/Transit Corridor and will gain access from the extension of William Coltson Avenue, which is an Avenue/Transit Corridor.

- There is a new Connector/Transit Corridor (east-west) that is adjacent to the northerly lands abutting the subject lands, as identified on the Figure.
2. Land Use Plan (Figure NOE2) – The subject lands are within the Trafalgar Urban Core Area. The same road classifications are identified on this Figure, as above. There are Natural Heritage System lands at the back of the property that will be dedicated to the town.
 3. Master Plan (Appendix 7.3) – The Master Plan identifies the following components for the Site: Trafalgar Road Urban Core Area.
 4. Natural Heritage (Figure NOE3) – The central portion of the subject lands are identified as a Core Preserve Area and a High Constraint Stream on this Figure.
 5. Transportation Plan (Figure NOE 4) – Trafalgar Road is identified as both a Major Arterial/Transit Corridor and Busway Corridor. In terms of Transit Service Concept, Trafalgar Road is identified for Primary Transit Corridor Service, and both William Coltson Avenue and the future east-west roadway are identified for Community Service.

Policies

“7.2 COMMUNITY VISION”

7.2.1 PURPOSE

The community vision and objectives on which the Secondary Plan is based were developed when the North Oakville East lands were designated as “Urban Special Study Area”. They have been modified to reflect the results of the Secondary Plan process and are outlined in the following sections.

The community vision and objectives represent expressions of general intent and are not to be interpreted as direct statements of planning policy, rather they form a basis for the policies contained in the Secondary Plan. In particular, it is not proposed that they be applied directly in the evaluation of any development or redevelopment proposal.

7.2.2 VISION

In keeping with the Transect, North Oakville East is planned as a compact, pedestrian oriented, urban community containing a broad range of housing opportunities ranging from executive housing on large lots to high rise apartment units.

The character and pattern of the community will be significantly influenced by a planned natural heritage and open space system. This natural heritage and open space system is designed to protect the natural environment, provide a balance between active and passive recreation needs and contribute to the quality of life in North Oakville and the Town as a whole. A key component of the system will be the provision of an opportunity for residents and employees to use an extensive open space trail system.

The natural heritage and open space system helps to create definable neighbourhoods. These neighbourhoods will be known for their walkable streets and their central nodes, which will include civic uses such as a transit stop and mail services, and may include a few small shops and services. These nodes will be popular neighbourhood meeting places and will generally be located within a five minute walk of the entire neighbourhood. The community will be well served by an interconnected transit network which will provide residents and employees opportunities for an attractive alternative travel mode within North Oakville, and connections to the rest of the Town, as well as transit facilities which serve the Region and the Greater Golden Horseshoe.

7.2.3 GENERAL DEVELOPMENT OBJECTIVES

The following general development objectives will guide the future urban development of the Planning Area.

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.*

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.*

7.2.3.4 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.*
- f) *To promote building forms that address the street and minimize the impact of garages and service areas on the streetscape.*
- g) *To encourage mixed use development along strategic corridors and at neighbourhood centres.*
- h) *To create retail and service commercial development that has a strong relationship to streetscapes and major pedestrian ways.*
- i) *To integrate community and institutional uses at landmark locations.*
- j) *To promote a variety of housing with diverse architecture.*
- k) *To create high quality employment areas which are easily accessed by trucks and other vehicular traffic, as well as transit, bicycles and pedestrians.*

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.*

7.2.3.6 Servicing

- a) *To provide for water and wastewater services, together with storm drainage works, reflecting the requirements of the various levels of government and minimizing their impact on the natural environment.*
- b) *To ensure that the development industry absorbs its share of the cost in the provision of the necessary infrastructure.*

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.

7.3.5 NATURAL HERITAGE AND OPEN SPACE SYSTEM

The Natural Heritage and Open Space System for North Oakville East is part of a larger system which is intended to extend through all of North Oakville. It forms a central feature of the North Oakville East Planning Area. It is comprised of two components, a Natural Heritage component and an Open Space component.

- a) *The Natural Heritage component of the System is comprised of the following key areas as identified by the policies in the Plan:*
 - i) **Core Preserve Areas**
The Core Preserve Areas include key natural features or groupings of key natural features, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long term sustainability of the Natural Heritage component of the System within the urban context.
 - iii) **High Constraint Stream Corridor Areas**
High Constraint Stream Corridor Areas include certain watercourses and adjacent riparian lands, including buffers measured from the stable top-of-bank or meander belts. These areas are located primarily inside Core and Linkage Preserve Areas, but are also found outside such areas. They must be protected in their existing locations for hydrological and ecological reasons.
- b) *The Open Space component of the Natural Heritage and Open Space System includes open space areas such as stormwater facilities, cemeteries, public parks and schools. The Open Space component of the System will be designed, where possible, to connect to, and enhance the Natural Heritage component of the System.*

7.3.6 POPULATION/HOUSING TARGETS

7.3.6.2 Housing Mix Target

The High Density housing unit target for the ultimate development of the NOESP area is 20% up to a maximum of 35%.

- b) *The Town will also seek to encourage a balance between rental and ownership housing in accordance with the policies of Part C, Section 3 of the Official Plan.*

7.3.6.3 Affordable/Special Needs Housing

The Town will support the development of assisted, affordable and special needs housing in conformity with the provisions of Part C, Section 3 of the Official Plan.

7.4 SUSTAINABLE DEVELOPMENT STRATEGY

7.4.1 PURPOSE

In keeping with the objectives of this Secondary Plan, the Town of Oakville is committed to the principle of sustainable development 2 in the development of North Oakville East.

The Sustainable Development Strategy provides policies with respect to the implementation of this principle as it relates to development form, and specifically to the protection, conservation and enhancement of air, water and ecological features and functions, energy and other resources, and heritage resources.

7.4.2 DEVELOPMENT FORM

The North Oakville East Secondary Plan has been based on a conceptual design which maximizes the potential for sustainable development through such features as mixed use development, a modified grid road system which enhances the opportunity to provide transit, and a Natural Heritage and Open Space System. In addition to the general direction implicit in the Plan, the Town will actively encourage development which is specifically based on the principle of sustainable development, including the development of Town facilities. The Town will also work with other public agencies to encourage them to follow these principles. Such development will be designed to:

- a) reduce the consumption of energy, land and other non-renewable resources;*
- b) minimize the waste of materials, water and other limited resources;*
- c) create livable, healthy and productive environments; and,*
- d) reduce greenhouse gases.*

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.*
- b) by directing where the Town has jurisdiction, including through its engineering standards, and encouraging where it does not, measures to reduce the “urban heat island effect” including installation of reflective (or high albedo) roofs, installation of green roofs, increasing the reflective nature of pavement and planting of shade trees; and,*
- c) by encouraging at the development application stage, the reduction of energy and residential combustion emissions through a range of approaches including the development of R-2000 homes and similar commercial construction standards such as LEED or other published standards, the incorporation of Energy Star appliances, the physical layout of the plan having regard to energy conservation, and buildings powered by renewable energy sources, both passive and active.*

7.5 COMMUNITY DESIGN STRATEGY

7.5.1 PURPOSE

This section outlines general design policies for North Oakville East, as well as specific policies for the Neighbourhoods as designated on Schedule NOE1, and the Trafalgar Urban Core Area, Neyagawa Urban Core Area, the Dundas St. Urban Core Area, Employment Districts, and existing development.

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.*
- d) The Natural Heritage component of the Natural Heritage and Open Space System forms a central feature of the Planning Area and the development form should reflect this fact. In addition, an associated comprehensive, interconnected system of trails will be developed which will generally reflect the major trail system on Figure NOE4.*
- h) 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.*

7.5.5 STREETScape

The streetscape consists of streets and public frontages. The streets provide the traffic and parking capacity. The public frontages provide for pedestrian circulation and contribute to the character of the streetscape. The design of the streetscape is defined by the type of sidewalk, curbing, planters and street trees. The policies of Section 7.7.2

of this Plan provide detailed direction with respect to the design of typical streets, while the Urban Design and Open Space Guidelines will address directions for public frontages and other design treatments.

The Urban Design and Open Space Guidelines will establish five types of streets with respect to typical design treatment. Variations may be considered by the Town based on circumstances such as topography, proposed abutting land use, relationship to the Natural Heritage and Open Space System and achievement of other design objectives.

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.*

7.5.13 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. ...

- b) Development shall be designed to be pedestrian and transit friendly from the outset. ...*

7.5.14 Trafalgar Urban Core Area

The Trafalgar Urban Core Area... is intended as the focal point for development in North Oakville East. The... 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. ...

- a) Mixed use development shall be permitted and strongly encouraged throughout the Core Area;*
- b) Trafalgar Road shall have a strong street-related build edge” and 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;*

7.6 LAND USE STRATEGY

7.6.1 PURPOSE

The land use designations on Figure NOE2 establish the general pattern of development for the existing and future use of the North Oakville East Planning Area during the planning period. The policies for these designations are set out in this section.”

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.

7.6.4.6 Land Use Policies for Core Area 3

Urban Core Area 3 will include primarily residential buildings, as well as office development and institutional uses such as secondary schools, and places of worship. The general configuration of these uses will be:

- a) *High Density Residential uses will be encouraged to locate along Trafalgar Road and the Avenue/Transit Corridor roads;*
- b) *Medium Density Residential development will be permitted throughout this area and will be encouraged to locate west of the west north/south Avenue/Transit Corridor and east of the east north/south Avenue/Transit Corridor. It will also be permitted in locations which complement adjacent high density residential uses. Consideration may also be given to the development of some low density residential uses west of the west north/south Avenue/Transit Corridor and east of the east north/south Avenue/Transit Corridors.*
- c) *Mixed Use development including office, commercial and residential uses will be permitted throughout this area and will be encouraged on Trafalgar Road, as well as on Connector/Transit Corridor and Avenue/Transit Corridor roads.*
- d) *Institutional uses will be encouraged to locate in this area particularly on sites fronting on Trafalgar Road.*

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 wherever 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-ofway 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 bylaw 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.

7.10 IMPLEMENTATION AND INTERPRETATION

7.10.2 Zoning By-law

With respect to the bonus provisions of Section 1.3 b) {of the Official Plan}, in addition to the matters listed, *“bonusing for development in the Trafalgar Urban Core may be considered for the provision of urban squares where the provision of such facilities would exceed the 5% parkland dedication requirements, municipal parking structures, underground parking, structure parking, and enhanced streetscape facilities. However, the maximum height of any building in Trafalgar Urban Core Area, including any bonus for height shall be 30 storeys.”*

Oakville Zoning By-law 2009-189

Section 6.0

Permitted Uses

Subject to compliance with the balance of this By-law, the following uses are permitted within the zones corresponding to the columns identified with a “•” in Table 6.1:

Table 6.1 - Permitted Use Table													
USE	ZONE												
	TUC	DUC	NUC	PUC	NC	GU	S	HDR	LE	GE	SA	CE	AS
Open Space, Recreation and Conservation													
Cemetery												•	
Private Park (2012-001)	•	•	•		•	•	•	•	•	•	•		
Public Park													
Commercial, Service and Related Uses													
Retail Store, but not a Convenience Store	•	•	•		•						•		
Service Commercial	•	•	•		•						•		
Vehicle Dealership; Vehicle Repair Facility											•		•
General Office Use or Medical Office or Financial Institution	•	•	•		•			•	•	•	•		
Commercial \ Residential	•	•	•		•			•					
Commercial Fitness Centre	•	•	•		•			•			•		
Convenience Store	•	•	•		•			•			•		
Hotel	•	•	•						•		•		
Place of Amusement	•	•	•						•	•	•		
Club	•	•	•					•	•	•	•		
Nightclub	•								•	•	•		
Public Hall	•	•	•					•	•	•	•		
Parking Garage	•	•	•					•	•	•	•		
Restaurant	•	•	•		•			•			•		
Cafe	•	•	•		•			•			•		
Service Establishment	•	•	•		•				•		•		

Uses permitted in a zone are denoted by the symbol “•” in the column applicable to that zone and corresponding with the row for the specific permitted use.

Permitted Uses

Table 6.1 - Permitted Use Table														
USE	ZONE													
	TUC	DUC	NUC	PUC	NC	GU	S	HDR	LE	GE	SA	CE	AS	
<i>Funeral Home</i>	•	•	•											
<i>Arena, Theatre, Stadium, Trade and Convention Centre</i>	•	•	•						•	•	•			
<i>Veterinary Clinic</i>	•	•	•											
<i>Gas Bar</i>														•
<i>Drive-Through Facility</i>														
<i>Ancillary Retail / Service Commercial</i>														
Community and Institutional Uses														
<i>Art Gallery (2012-001)</i>	•	•	•		•			•						
<i>Library (2012-001)</i>	•	•	•		•			•						
<i>Museum (2012-001)</i>	•	•	•		•			•						
<i>Place of Worship</i>	•	•	•		•			•	•		•			
<i>Post-Secondary School</i>	•	•	•											
<i>Public School</i>	•	•	•		•			•						
<i>Private School</i>	•	•	•		•									
<i>Commercial School</i>	•	•	•		•			•	•		•			
<i>Private Career College</i>	•	•	•						•		•			
<i>Community Centre</i>	•	•	•					•						
<i>Nursing Home</i>	•	•	•		•			•						
<i>Hospital</i>	•	•	•											
<i>Day Care</i>	•	•	•		•	•	•	•	•	•	•			
Employment														
<i>Contractors Facility (2012-001)</i>										•				
<i>Light industrial</i>									•	•	•			

Permitted Uses

Table 6.1 - Permitted Use Table													
USE	ZONE												
	TUC	DUC	NUC	PUC	NC	GU	S	HDR	LE	GE	SA	CE	AS
Information processing	•	•	•						•	•	•		
Call Centres	•	•	•						•	•	•		
Research and Development	•	•	•						•	•			
General industrial										•			
Outside Storage and Outside Processing										•			
Commercial self storage													
Transportation terminal										•			
Vehicle Storage Compound													
Residential													
Residential including attached or detached additional residential unit in accordance with Section 4.29 (2023-025) (2024-112)	•	•	•		•	•	•	•					
Retirement Home	•	•	•		•			•					
Private-home day care	•	•	•		•	•	•	•					
Home occupation	•	•	•		•	•	•	•					
Bed and breakfast establishment	•	•	•		•	•	•	•					
Short-Term Accommodation (2018-038)	•	•	•		•	•	•	•					
3 or less lodgers in a single detached dwelling where that building type is permitted. (2022-007)	•	•	•		•	•	•						
Caretaker dwelling unit									•	•		•	

Trafalgar Urban Core Zone

7.1 Trafalgar Urban Core (TUC) Zone Regulations

7.1.1 Uses Permitted

- i. See Section 6.
- ii. *Retail Uses*

Maximum *leasable floor area* of retail commercial uses in the TUC Zone, shall be 38,000 square metres.

7.1.2 Building Types Permitted and Related Standards						
Building Type	Min. Floor Space Index	Max. Floor Space Index	Min. Front Yard and Flankage A B	Max. Front Yard and Flankage A B	Minimum Interior Side Yard Setback C	Minimum Rear Yard Setback D
<ul style="list-style-type: none"> • <i>Mixed use building;</i> • <i>Apartment;</i> • <i>Office building;</i> • <i>Hotel;</i> • <i>Institutional building;</i> • <i>Parking garage;</i> • <i>Commercial/residential building</i> 	<p><i>Lots which abut Trafalgar Road</i> 1</p> <p>Other 0.75</p>	5	0.0 m	6 m	0.0 m ¹	<p>1 m with rear <i>lane</i> access, unless there is a <i>residential use at grade</i> where the <i>setback</i> shall be 0.75 m</p> <p>6 m without rear <i>lane</i> access, except abutting lands in the NHS, CE, or P Zones where the <i>setback</i> shall be a minimum of 3 m</p>

¹ *Minimum Interior Side Yard Setback* – Notwithstanding this requirement, if the *side yard* abuts lands in the GU or S Zone and the *building on the lot* has a *height* of 4 *storeys* or less, the *setback* shall be 1.5 m; and if the *building* has a *height* of more than 4 *storeys* the *setback* shall be 7 m.

7.1.3 Permitted Yard Encroachments

See Section 4.21

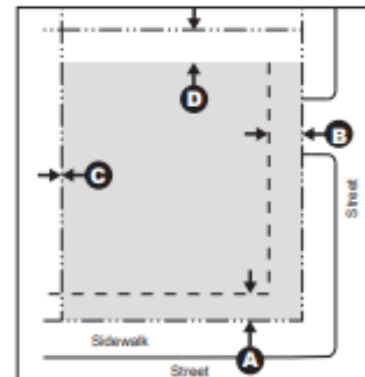
7.1.4 Height

- H** Minimum *height* for all *buildings*, other than *accessory buildings and structures* - 3 *storeys*

Maximum *height* - 15 *storeys*

7.1.5 Parking Standards

See Section 5



The grey represents potential building area. The internal dashed line represents the maximum yard.

Trafalgar Urban Core Zone

7.1.6 Accessory Buildings and Structures

See Sections 4.14 through 4.20 inclusive

7.1.7 Performance Zone Categories – Trafalgar Urban Core (TUC) Zone

7.1.7.1 Trafalgar Urban Core Performance (TUC-1) Zone 1

In the Trafalgar Urban Core Performance (TUC-1) Zone 1, in addition to the permitted *uses, buildings* and regulations in the TUC Zone, the permitted *uses and buildings* in the GU Zone shall also be permitted, and the regulations of the GU Zone shall be applicable to those *uses and buildings*. Notwithstanding the regulations of the GU Zone, however, the minimum rear yard shall be 6m.

7.1.7.2 Trafalgar Urban Core Performance (TUC-2) Zone 2

The regulations of the TUC Zone shall apply in the Trafalgar Urban Core Performance (TUC-2) Zone 2, with the exception that the maximum *height* shall be 20 *storeys*.

7.1.7.3 Trafalgar Urban Core Performance (TUC-3) Zone 3

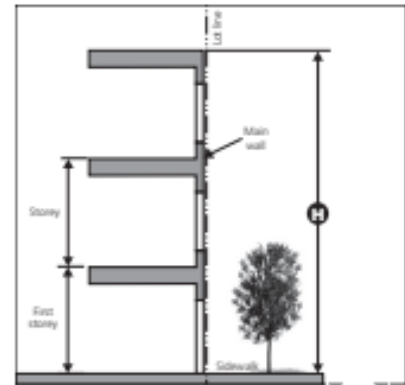
The regulations of the TUC Zone shall apply in the Trafalgar Urban Core Performance (TUC-3) Zone 3, with the exception that the maximum *height* shall be 30 *storeys* provided that:

- i. all parking shall be located underground or in a *parking garage* with the exception of visitor parking and service *vehicles*;
- ii. the *building* shall be LEED certified or equivalent; and,
- iii. a minimum of 50% of the *first storey* shall be utilized for *commercial* or institutional *uses*.

7.1.7.4 Trafalgar Urban Core Performance (TUC-4) Zone 4

The regulations of the TUC Zone shall apply in the Trafalgar Urban Core Performance (TUC-4) Zone 4, with exception that:

- i. Permitted *Uses* shall be limited to:
 - a. *general office use*,
 - b. *medical office*,
 - c. *hotel*, and,
 - d. *institutional*;
- ii. *Light industrial uses* shall also be permitted if a minimum of 40% of the *floor area* is used for *general office use, medical office, information processing, call centres, ancillary retail* and *service commercial* and business support services, and



Height is measured to the tallest point of a building, excluding a number of rooftop features (see Section 4.28).

Natural Heritage System Zone

7.14 Natural Heritage System (NHS) Zone Regulations

(2012-001)

7.14.1 Permitted Uses

- i. The *uses* as permitted in Section 4.3.1;
- ii. *Infrastructure* located within one of:
 - a. A *public street*; or,
 - b. A future *public street* for which an Environmental Assessment has been completed or a Planning Act approval has been received.
- iii. The *use* of legally existing *buildings* and *structures* by new *accessory uses*.

OMB Appeals

7.14.1(ii) Appeal seeks additional permitted locations for infrastructure. Section is otherwise in effect.

PL100041

(2009-189 original passage)

7.14.2 Building Types Permitted

Legally existing *buildings* and *structures*.

7.14.3 Parking Standards

See Section 5

7.14.4 Performance Zone Categories – Natural Heritage System (NHS) Zone

7.14.4.1 Natural Heritage System Performance (NHS-1) Zone 1

In addition to the *uses* permitted in the Natural Heritage System (NHS) Zone in Section 6, *stormwater management facilities* and *accessory uses*, *accessory buildings* and *accessory structures* shall be permitted in the Natural Heritage Performance (NHS-1) Zone 1.

7.14.4.2 Natural Heritage System Performance (NHS-2) Zone 2

In addition to the *uses* permitted in the Natural Heritage System (NHS) Zone in Section 6, a private *driveway* with a maximum width of 6 m shall be permitted in the Natural Heritage Performance (NHS-2) Zone 2.

7.14.4.3 Natural Heritage System Performance (NHS-3) Zone 3

In addition to the *uses* permitted in the Natural Heritage System (NHS) Zone in Section 6, the legally existing *buildings* and *structures* in the Natural Heritage Performance (NHS-3) Zone 3 may be used, in addition to any legally existing *uses*, for institutional *uses* including an *art gallery* and *art school*.