

North Oakville Secondary Plan

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.

7.4 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 development² 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:

² The Bruntland Commission (1983) defined sustainable development as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs.”

- 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.

7.5.2 MASTER PLAN

- a) The North Oakville East Master Plan in Appendix 7.3 to the Official Plan is intended to illustrate graphically the design of the North Oakville East Planning Area and how the policies and Figures of the North Oakville East Secondary Plan are to be implemented. The spacing, function and design of intersections of Local Roads with Major Arterial/Transit Corridors (i.e. Regional arterials) shown on Appendix 7.3 have not been approved by the Region, and such intersections shown on Appendix 7.3 and on any subsequent area design plan, plan of subdivision, or other development plan, are subject to Regional approval.
- b) Prior to the commencement of the development of any:
 - i) neighbourhood in accordance with the neighbourhood boundaries established on Figure NOE1 and, where applicable, the portion of the Dundas Urban Core that abuts the neighbourhood;
 - ii) sub-area within the Trafalgar Urban Core Area identified on Figure NOE1, except that lands in any sub-area on one side of Trafalgar Road may proceed independently of the lands in that sub-area on the other side of Trafalgar Road;
 - iii) part of the Neyagawa Urban Core Area; or
 - iv) sub-area within the Employment Area or the Transitional Area identified by the Town, in consultation with all affected landowners, based on boundaries created by Arterial, Avenue or Connector roads or natural features, provided that a sub-area may include adjacent Employment and Transitional Areas.

The Town shall determine, after consultation with all affected landowners in the specific area, whether proposed plans of subdivision or other development plans for the affected lands are generally consistent with the Master Plan in Appendix 7.3. Where such plans are determined to be generally consistent with the Master Plan, development may be permitted to proceed without the preparation of an area design plan.

- c) The Town shall require the preparation of an area design plan to the satisfaction of the Town, prior to draft plan approval or approval of other development plans in a specific area identified in subsection b), where:

- i) proposed plans of subdivision or other development plans for the area are not generally consistent with the Master Plan in Appendix 7.3;
 - ii) the Town after consultation with all affected landowners, determines that an area design plan is required to address coordination issues between landowner plans;
 - iii) the Town, after consultation with all affected landowners, determines that an area design plan is required to address coordination issues between areas identified in 7.5.2 b) i) to iv); or
 - iv) any significant development is proposed in the Transitional Area designation.
- d) The area to be addressed by the area design plan will include, as applicable, one or more of the areas identified in subsection b).
- e) The area design plan will be designed to demonstrate conformity with the policies and Figures of the Secondary Plan and will provide details including:
- i) the size and location of schools, neighbourhood parks, village squares and urban squares;
 - ii) the location, size and general configuration of stormwater management ponds;
 - iii) the detailed road pattern;
 - iv) the specific boundaries of neighbourhood land use categories and other designations;
 - v) the density and distribution of housing types;
 - vi) how the proposal addresses the Town's Implementation Strategy;
 - vii) the location, alignment and boundaries of Medium Constraint Streams;
 - viii) co-ordination with land uses and road patterns for lands outside, but adjacent to the lands which are the subject of the area design plan; and
 - ix) the requirements for Transitional Areas as set out in Section 7.6.9.3 a).
- f) Such area design plans shall be prepared in accordance with terms of reference approved by the Town and the applicant(s), by a consultant approved by the Town and the applicant(s), and retained by, and at the cost of, the applicant(s).
- g) In the preparation of the terms of reference, the Development Review provisions of Section 7.8 of this Plan will be used as a guide.
- h) A proposed plan of subdivision or other development plan shall be considered to

be inconsistent with the Master Plan, as referenced in subsection c) i), if it does not conform to the General Design Directions in Section 7.5.4, or results in coordination issues between areas identified in subsection b. The following will generally not be considered to be inconsistent with the Master Plan, provided that the Town determines that the plan of subdivision or other development plan conforms with the policies and Figures of the Secondary Plan:

- i) modifications to, or relocations of portions of the road pattern;
 - ii) modifications to Medium or Low Constraint Stream Corridors or Hydrologic Features "A" and "B";
 - iii) relocation of public facilities including parks, schools and stormwater ponds; or
 - iv) reconfiguration of the neighbourhood land use categories generally in accordance with the neighbourhood land use category requirements of Table 1. However, any reconfiguration of neighbourhood land use categories proposed by a plan of subdivision or other development plan that necessitates significant changes to the distribution of neighbourhood land use categories on other land ownerships, in order to maintain general conformity with Table 1, will require the preparation of an area design plan.
- i) The approval of an area design plan by the Town shall not require an amendment to this Plan.

7.5.3 DESIGN GUIDELINES

Urban Design and Open Space Guidelines, which will include guidelines with respect to matters set out in Section 7.5 as well as heritage resources, will be prepared by the Town as part of the North Oakville East Implementation Strategy prior to the approval of any development applications. All development applications will be evaluated by the Town to ensure that they are consistent with the Urban Design and Open Space Guidelines.

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.
- b) A hierarchy of civic, institutional and commercial uses shall be established in locations which form part of mixed use areas (rather than isolated in single-use complexes) which allow them to serve as focal points for the Planning Area as a whole, neighbourhoods and sub-neighbourhoods. In particular, the ordinary activities of daily living shall occur within walking distance of most dwelling units.
- c) Development shall be based on a modified grid road system with interconnected networks of roads designed to disperse and reduce the length of vehicular trips

and support the early integration and sustained viability of transit service. For local roads not shown on Figure NOE4, the modified grid road system will respond to topography and the Natural Heritage System component of the Natural Heritage and Open Space System. Cul-de-sacs will generally be permitted only when warranted by natural site conditions

- 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.
- e) Public safety, views and accessibility, both physically and visually, to the Natural Heritage component of the Natural Heritage and Open Space System, as well as to parks, schools and other natural and civic features, will be important consideration in community design. This will be accomplished through a range of different approaches including, but not limited to, the use of single loaded roads, crescent roads, combining public open space with other public or institutional facilities (e.g. school/park campuses, easements, stormwater ponds adjacent to the Natural Heritage component of the System) and the location of high density residential and employment buildings. With respect to the Natural Heritage component of the Natural Heritage and Open Space System, priority will be given to maintaining views and accessibility at key trail access points where Arterial, Avenue and Connector roads are adjacent to the System. Where there is no significant Natural Heritage edge exposed at Arterial, Avenue or Connector roads, Neighbourhood Parks, Village Squares or local roads will be encouraged to provide access and visibility.

With respect to other public facilities particularly schools and parks, of the total linear perimeter distance around such uses in the order of 50% of the perimeter will be bounded by a combination of roads and open space which will allow public access or, at a minimum private open space which will allow significant views of the feature or facility. Where only road frontage is provided the frontage shall be in the order of 40% of the perimeter of the features and facilities.

- f) Parks, neighbourhood activity nodes, and other civic areas will serve as central "meeting places" for residents, particularly within neighbourhoods and sub-neighbourhoods
- g) Building densities and land uses designed to support the use of transit and the level of transit service proposed for specific areas shall be located within walking distances of transit stops and lines.
- h) The incorporation of cultural heritage resources into the community, including their use and adaptive reuse, shall be encouraged.
- i) The location of *active transportation* facilities should conform with Schedule D, Active Transportation Plan, to the Livable Oakville Plan, recognizing that the alignments are diagrammatic. An official plan amendment will not be required for changes to the alignments of *active transportation* facilities provided that the general intent and purpose of Schedule D to the Livable Oakville Plan is

maintained. In the event of a conflict between Schedules D to the Livable Oakville Plan and the North Oakville East Secondary Plan, the North Oakville East Secondary Plan shall prevail.

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:

7.5.5.1 Arterial/Transit Corridors

Arterial/Transit Corridors as designated on Figure NOE4 are high capacity roads which serve as major gateways into the community, including both the Town as a whole, and North Oakville East. A balance must be achieved between their transportation function, including accommodation for transit, and their ability to provide access to flanking land uses, and to act as socially vibrant public space. To assist in achieving this balance, these streets will have the highest form of design treatment, including wide sidewalks, special tree and feature planting, paving, lighting and signage design.

7.5.5.2 Character Roads

The Character Road designation on Figure NOE4 is applicable to portions of existing Burnhamthorpe Road, which will be designed in accordance with the policies of Section 7.7.2, except for the section identified to serve an arterial roadway function as part of the New North Oakville Transportation Corridor.

7.5.5.3 Avenue and Connector/Transit Corridors

Avenue/Transit Corridors and Connector/Transit Corridors as designated on Figure NOE4 connect neighbourhoods together and to Urban Core Areas and other major focal points of the community. These roads will have a higher level of design than the Local Streets through the extended use of tree and feature planting, paving, lighting and signage design. The design will complement the planned abutting land uses. For example, where these streets provide access to street related retail and mixed use development, in the Urban Cores and Neighbourhood Centres, their design shall include on-street parking, wider sidewalks, and street furniture such as benches.

7.5.5.4 Local Streets

Local streets play a dual role as neighbourhood socialization spaces, as well as supporting transportation needs. The design requirements, while less substantial than for connector roads, must support the dual role of the local streets.

7.5.5.6 Pedestrian/Cyclist Orientation

Pedestrian/cyclist comfort and safety shall be considered in the streetscape design for roads under the control of the Town of Oakville. In commercial and mixed use areas, the design will provide for an enhanced streetscape and sidewalk environment for pedestrians. The Town will also work with the Region to encourage a similar approach.

7.5.5.9 Sidewalks

- a) Sidewalks shall generally be provided on both sides of all streets with the exception of:
 - i) residential streets with less than ten dwelling units or cul-de-sacs, where sidewalks shall be required on only one side of the street;
 - ii) lanes, where no sidewalks shall be required;
 - iii) character roads, where a rural cross-section is being maintained, where sidewalks may not be required, provided that pedestrian and bicycle circulation is accommodated on a separate trail system; and,
 - iv) a road flanking the Natural Heritage and Open Space System, where a sidewalk shall be provided on the developed side only, subject to the availability of a trail facility on the other side of the street.

- b) In addition to the exceptions above, consideration may be given to permitting only one sidewalk for some Local Roads. Such roads would be permitted only where the Town is satisfied through the submission of a pedestrian circulation plan that only one sidewalk is necessary and provided that the road would:
 - i) have a maximum ROW of 16 metres; and,
 - ii) be located in the Neighbourhood Area designation in a Sub-urban land use category
 - iii) not provide direct access to a school, Neighbourhood Park, or Village Square.

The geographical extent of the pedestrian circulation plan shall be broad enough to demonstrate how the above conditions are met as well as the relationship to the transit system, community facilities and shopping areas.

7.5.5.10 Cyclists

Provision for cyclists to travel either on the roadway or on bicycle paths separated from the roadway, which may or may not include a designated lane, shall be recognized in the design of all streets. In addition, bicycle parking standards for other than freehold ground related housing, will be prepared and implemented through the zoning by-law.

7.5.5.11 Bicycle/Pedestrian Trail System

An extensive system of recreational trails will be developed related to the Natural Heritage and Open Space System as well as along certain public road rights of way. A conceptual major trail system which will form a basis for the development of this more extensive system is identified on Figure NOE4. However, any proposed trail development within the Natural Heritage and Open Space System shall be subject to further study as part of the Implementation Strategy to the satisfaction of the Town, in consultation with the Region of Halton and Conservation Halton. The system may be refined through the preparation of an Environmental Implementation Report in accordance with the provisions of Section 7.8.3 a) of this Plan.

7.5.5.12 Lighting

Lighting shall provide suitable illumination for vehicles, pedestrians and cyclists.

7.5.5.13 Street Furniture

Street furniture such as lighting, signage, parking meters, cycle parking facilities, newspaper boxes, utilities, and garbage facilities shall be designed and placed within a consistent and integrated system of form, pattern, shape, colour, and texture to avoid clutter and facilitate readability. Utilities will be grouped or clustered wherever possible.

7.5.5.14 Block Size

The length of the block makes a significant difference in creating a pedestrian-friendly environment. Blocks should be short and regular in length to make walking efficient and allow for variation in routes. Where it is impossible or undesirable to provide short blocks, wide public mid-block pathways should be provided to shorten walking distances.

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.
- b) Buildings on corner lots at the intersections of Arterials, Avenues and Connector streets shall be sited and massed toward the intersection.
- c) The rear and side building elevations of all buildings on corner lots shall be designed to take advantage of their extra visibility.
- d) In residential areas, garages shall be designed so that they are not the dominant feature in the streetscape. In particular, attached garages shall not:

- i) project beyond the façade of the dwelling or the façade (front face) of any porch; or
 - ii) contain garage doors that occupy more than 50% of the frontage of a lot unless the Town is satisfied through the submission of detailed plans by the applicant that the garage doors can be appropriately integrated with the streetscape.
- e) Higher-density housing shall be located close to Arterial Roads, Avenues, Connectors and transit stops, within Neighbourhood Centres and the Urban Core Areas.

7.5.7 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.

7.5.7.2 Parking Options

In addition, options to replace at-grade parking areas will be encouraged including:

- a) On-street parking
On-street parking should be permitted wherever possible to increase animation, reduce vehicle speeds and serve as a protective buffer between pedestrians and moving vehicles. To encourage the provision of such parking, appropriate engineering design standards for roadways, including laybys, shall be developed and reduced off-street parking requirements will be established for specific areas where appropriate, particularly along transit routes and in the Urban Core designations.
- b) Municipal parking
The Town shall work with landowners in mixed use areas to establish municipal parking at strategic nodes.

7.5.9 LANDSCAPE DESIGN

The applicable policies of Part C, Section 10.3, Urban Forests of the Official Plan shall apply and the Town shall establish specific landscaping requirements in the Urban Design and Open Space Guidelines to ensure:

- a) the creation of a human scale within new development;
- b) the enhancement of pedestrian comfort;
- c) the provision of features which contribute to the definition of public open space, framing of views and focal points, direction of pedestrian movement and demarcation of areas with different functions; and,
- d) landscape design that promotes the use of native species and enhancement of ecological stability and integrity.

7.5.10 SAFE COMMUNITY DESIGN

The Town shall work with Halton Region Police to promote safety and security and accessibility in public places through urban design including design and the siting of buildings and structures that:

- a) encourages continuous occupancy of public spaces by ensuring the proximity of spaces, activities and institutions which provide public presence at various times and by the sharing of facilities;
- b) provides for opportunities for visual overlook and ease of public access to adjacent streets, parks and other public areas;
- c) results in clear, unobstructed views of parks, school grounds, and open spaces from adjacent streets;
- d) ensures appropriate lighting, visibility and opportunities for informal surveillance are provided for walkways, parking lots, parking garages and open space areas;
- e) results in the selection and siting of landscape elements in a manner which maintains views for safety and surveillance;
- f) encourages the provision of views into, out of and through publicly accessible interior spaces;
- g) precludes entrapment or the perception of entrapment through properly identified exits and signage; and,
- h) results in accessibility for the disabled and elderly.

7.5.11 COMMUNITY LINKAGES

North Oakville East will be connected to other parts of the Town whenever possible through road, transit, pedestrian and bicycle links, to ensure that the community functions in an integrated manner. In particular:

- a) the design of Dundas Street and abutting uses should allow it to become a point of transition rather than the current "division" or "barrier" effect of the street. Design should be used to encourage visual and physical links between the north and south sides of the street;
- b) the intersections of Trafalgar Road and Dundas St. and Neyagawa Blvd and Dundas St. should be marked by the siting and design of prominent buildings, strategic building placement and other gateway features. Minor gateways should be established at other intersections with Dundas St;
- d) Trafalgar Road provides a major physical north/south link through the Town from a transportation perspective. The design of the road itself and the Trafalgar Core Area development should strengthen this link and ensure a strong relationship to the Uptown Core, as well as the Midtown Core, and Downtown 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. 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.

7.5.15 DUNDAS URBAN CORE

The Dundas Urban Core Area as designated on Figures NOE1 and NOE2 is intended to allow the creation of a band of mixed use development at high and medium densities along the Dundas St. corridor. Key design elements of this area include:

- a) Mixed use development shall be permitted throughout the Urban Core Area, however, retail and service commercial development shall be restricted to locations at the intersections with north/south streets.
- b) The full range of uses and densities of development, including live/work units, would be permitted throughout the Urban Core Area, with the exception that retail and service commercial development shall generally be located at the intersections of Minor Arterials, Avenues and Connectors with Dundas Street. It is also anticipated that the highest density uses would be encouraged to locate at these intersections.
- c) Where retail and service commercial development is permitted it will be encouraged in a "main street" format where retail and service commercial uses are oriented to the street creating a pleasant, pedestrian shopping environment. These retail and service commercial uses may be in stand alone stores or in the ground floor 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,
 - 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

7.6.5 DUNDAS URBAN CORE AREA

7.6.5.1 Purpose

The Dundas Urban Core Area designation on Figure NOE2 is intended to allow the creation of a band of mixed use development at medium and high densities with a clustering of retail and service commercial development and/or high density buildings at the intersections with north/south streets.

7.6.5.2 Permitted Uses, Buildings and Structures

- a) The permitted uses shall be the full range of office, commercial, including retail and service commercial, 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. Commercial uses shall be restricted to locations in nodes primarily in mixed use buildings at the intersections with north-south roads, although single use retail and service commercial buildings will be permitted at such nodes in accordance with the applicable policies of Section 7.6.5, including 7.6.5.2 (c) and 7.6.5.3(c) and the design policies of Section 7.5, particularly 7.5.15.
- c) The total retail commercial development in this designation shall not exceed a total of 32,000 sq. metres gross leaseable floor area. 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. Of the total 32,000 sq. metres gross leaseable floor area, a maximum of 19,000 sq. metres of gross leaseable floor area, which may include supermarkets located at the Dundas/Neyagawa intersection.
- d) High density residential uses shall generally be clustered at the nodes.
- e) Stand-alone townhouses shall not be permitted adjacent to Dundas Street.

7.6.5.3 Land Use Policies

- a) Development will be visually connected by establishing a coherent streetscape along Dundas Street 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. Development will also be physically connected by road, transit, pedestrian and bicycle linkages.

- b) Building Heights
 - i) A minimum height of 3 storeys shall be permitted.
 - ii) A maximum building height of 8 storeys shall be permitted.
 - iii) A commercial building permitted as part of a comprehensive development, including implementing zoning, shall be a minimum height of 5 metres.
 - iv) 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 a stormwater management pond.
 - v) Increases of up to 4 storeys beyond the maximum permitted building height may be considered through bonusing, subject to Section 7.10.2.

7.8 DEVELOPMENT REVIEW

7.8.1 PURPOSE

All development applications in the North Oakville East Planning Area shall be subject to review in accordance with the policies of this section and the other applicable policies of this Secondary Plan. In addition, the Town may require development to be subject to the site plan control provisions of the *Planning Act* as set out in Section 7.10.6.

7.8.2 GENERAL

The policies of this section establish the background information requirements and the criteria which must be satisfied for approval of applications for official plan amendments, zoning by-law amendments, plans of subdivision, plans of condominium, variances and consents and site plans with the exception that:

- a) where the magnitude of an application for an official plan amendment application warrants it, the Town may establish specific additional requirements;
- b) where an application is for a technical or minor change, including applications for variances or consents, the Town may modify or eliminate a requirement or requirements; and,
- c) where certain information is not applicable to the application, the Town may modify or eliminate a requirement or requirements.

7.8.3 INFORMATION REQUIREMENTS

The following information and studies shall be submitted as a basis for the evaluation of development applications for new urban development and area design plans where required by Section 7.5.2:

a) Environmental Implementation Reports (EIR)

- i) An Environmental Implementation Report shall be prepared for each subcatchment area, in accordance with the directions established in the North Oakville Creeks Subwatershed Study Implementation Report for each subcatchment area identified in Appendix 7.2;
- ii) The Environmental Implementation Report must demonstrate how the submissions address the overall North Oakville Creeks Subwatershed Management Report.
- iii) The Environmental Implementation Report shall be prepared in accordance with Terms of Reference approved by the Town, the Region and the applicant(s), in consultation with Conservation Halton, by a consultant acceptable to the Town and the applicant(s) and retained by and at the cost of the applicant(s). The Study shall be prepared to the satisfaction of the Town, the Region, Conservation Halton, and other agencies. The Environmental Implementation Report, in concert with the North Oakville Creeks Subwatershed Study fulfills the EIA requirements of the Region of Halton Official Plan.
- iv) All subsequent applications, within a subcatchment area shall conform with the initial EIR prepared for that subcatchment area or a revised EIR shall be prepared in accordance with the provisions of this section.

b) Functional Servicing Studies

A Functional Servicing Study (FSS) shall be prepared for each plan of subdivision, or other major development application. The FSS will include a preferred servicing plan based on an analysis of servicing requirements, in accordance with any approved Class Environmental Assessment Studies, Halton Transportation Master Plan and the Master Servicing Plan for the North Oakville East Planning Area and including:

- i) servicing design requirements;
- ii) preliminary sizing of water and wastewater infrastructure;
- iii) layout for roads and other transportation systems including transit and trails; and,
- iv) preliminary sizing and location of stormwater management facilities and integration with environmental features and development areas.

- c) Transportation Studies
Where an FSS is not required, but concerns with transportation are identified by the Town or Region, a transportation study may be required. The Transportation Study shall be prepared in accordance with terms of reference approved by the Town and the applicant(s), or where appropriate approved by the Region, by a consultant approved by the Town and the applicant, at the cost of the applicant. The Study shall be prepared to the satisfaction of the Town, and the Region where applicable.
- d) Noise Studies
Proponents of new residential or residential mixed use development within the following noise sensitive areas may be required to engage an acoustical consultant to undertake an analysis of noise levels which may affect such development and to make recommendations, recognizing the direction proposed by the policies of the Secondary Plan and Provincial requirements, and subject to the approval of the Town and other appropriate agencies, as to the measures to be incorporated into the development to reduce the received noise level:

<u>Road Type</u>	<u>Noise Sensitive Area – Distance from Centre Line</u>
Provincial Freeway	300 m
Major Arterial/Transit Corridor	50 m
Minor Arterial/Transit Corridor	15 m
Employment Area	300 m

Further, when reviewing such applications the Town shall have regard for the applicable Ministry of Environment policies and guidelines with respect to noise and compatibility of uses. In particular, where new commercial or industrial development which are potential major noise sources, such as, but not limited to, uses which have associated with them out door on-going construction activity, outdoor delivery and unloading activity, outdoor heat rejection systems (including cooling towers) and outdoor exhaust fans, the requirements of the Ministry of Environment guidelines "Noise Assessment Criteria in Land Use Planning, October 1995" or any subsequent guidelines or any successor thereto, with respect to the need for a noise impact study shall be carried out to the satisfaction of the Town or the Region where appropriate.

- e) Vibration Studies
Where new industrial development which is a potential major source of vibration, such as a metal forming industry including punch presses or drop forges, is proposed within 75 metres of existing or designated residential development, a vibration study shall be carried out to the satisfaction of the Town.
- f) Heritage Resources
Heritage resources shall be subject to the policies of Section 7.4.14 of this Secondary Plan.
- g) Archaeological Resources
Archaeological Resources shall be subject to the policies of Section 7.4.15 of this Secondary Plan.
- h) Soil Contamination
The policies of Part C, Section 10.2 of the Official Plan shall apply with respect to required studies and other action with respect to contaminated soils.

7.8.4 DEVELOPMENT EVALUATION CRITERIA

- a) Design
The appropriateness of the design of the proposed development shall be evaluated in accordance with the policies of Section 7.5 of this Secondary Plan.
- b) Heritage Resources
Heritage resources shall be evaluated in accordance with the policies of Section 7.4.14 of this Plan.
- c) Archaeological Resources
Archaeological resources shall be evaluated in accordance with the policies of Section 7.4.15 of this Plan.
- d) Natural Heritage component of the Natural Heritage and Open Space System
Development shall only be permitted on lands in or adjacent to areas which form part of the Natural Heritage component of the Natural Heritage and Open Space System on Figures NOE1, 2, 3 and 4 in accordance with the policies of this Plan and the results of the Environmental Implementation Report.
- e) Water Management
The management of water resources shall be carried out in accordance with the policies of this Plan, the directions established in the North Oakville Creeks Subwatershed Study and the relevant environmental implementation report
- f) Services
New development shall be serviced in accordance with the recommendations of the Town's and the Region's Master Servicing Study and the relevant Functional Servicing Study.
- g) Transportation
Transportation facilities shall be provided in accordance with the Town's, and where appropriate the Halton Transportation Master Plan, any relevant Environmental Assessment and the relevant Functional Servicing Study and/or any required transportation study.
- h) Financial Impacts
Only development which can be accommodated within the financial capabilities of the Town and the Region will be permitted.
- i) Soil Capability
The policies of Part C, Section 10.2 of the Official Plan shall apply with respect to required studies and other action with respect to contaminated soils.
- j) Noise and Vibration Measures
Where the lands are adjacent to a major noise or vibration source, the Town shall be satisfied that appropriate measures to mitigate adverse impacts, having regard for any Ministry of Environment policies and guidelines, can and will be implemented.

7.10.2 ZONING BY-LAW

This Secondary Plan will be implemented by appropriate amendments to the Town's zoning by-law in accordance with the policies of this Secondary Plan and Part F, Section 1.3 of the Official Plan, in conjunction with draft plans of subdivision or other specific development applications. With respect to the bonus provisions of Section 1.3 b), 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, structured 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.

7.10.4 PLANS OF SUBDIVISION OR CONDOMINIUM

Only those plans of subdivision or condominium shall be approved for development which:

- a) comply with the designations and policies of this Plan;
- b) can be supplied with adequate infrastructure, services and community facilities;
and,
- c) will not adversely affect the financial status of the Town or the Region of Halton.