

North Oakville Secondary Plan

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

North Oakville's development as an urban community shall reflect Oakville's distinct historical roots and small-town heritage and Trafalgar Township's village rural heritage, with nodal development, prestige industry, and green linkages continuing to define Oakville's unique landscape.

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

The design of North Oakville East will generally reflect the "Transect"¹, a system of classification of human habitats from the most rural which is reflected in the natural heritage and open space system, to the most urban conditions, which is reflected in urban core areas. The goal of the transect-based system is to make it possible for North Oakville East to sustain a complete palette of neighbourhoods and employment opportunities.

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

¹ The Transect was developed by the firm of Duany Plater-Zyberk & Company

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.

A business park located along Highway 407 provides a range of employment opportunities to residents of Oakville including prestige employment and office development at Trafalgar Road. The jobs available in the North Oakville East Secondary Plan Area, in combination with those jobs in the North Oakville West Secondary Plan Area, help to create a live-work community.

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.

7.3 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.

7.3.3 RESIDENTIAL NEIGHBOURHOODS

Residential neighbourhoods as designated on Figure NOE1 (Community Structure Plan) are comprised of a range of residential densities including significant areas appropriate for ground related housing and live/work opportunities:

a) Neighbourhood Centre
Neighbourhood Centres are located in the centre of each neighbourhood, within walking distance of most residents. While predominately residential in character, Neighbourhood Centres will permit a range of uses. These uses will be permitted throughout the area but will be focused at a central activity node for the neighbourhood. Neighbourhood Centres have denser development than other parts of the neighbourhood but are predominantly ground related, and, in addition to residential development, will include a range of convenience and service commercial, civic, institutional and live-work functions in buildings at a scale and with a design appropriate to the area.

b) General Urban
General Urban areas, while predominately residential, also provide for live-work functions. Development will be at lower densities than those found in the Neighbourhood Centre.

c) Sub-urban
The least dense and most purely residential context is found in areas in a neighbourhood termed "Sub-urban". While live-work functions are permitted, these areas are primarily residential in nature.

d) High Density Residential
Neighbourhood 14 on the west side of Sixteen Mile Creek shall include high density residential uses, which may be located adjacent to:

- i) the valley of the Sixteen Mile Creek;
- ii) other park or open space areas; or
- iii) any road or roads within the Neighbourhood.

While the neighbourhood shall be predominantly residential in character, including live-work buildings, a range of non-residential uses shall also be permitted throughout the neighbourhood. These non-residential uses may include:

- i) a range of convenience retail and service commercial uses,
- ii) civic and institutional uses, and
- iii) office uses

in buildings at a scale and with a design appropriate to the area. Both mixed use and single use buildings shall be permitted.

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.
 - ii) Linkage and Optional Linkage Preserve Areas
Linkage and Optional Linkage Preserve Areas include areas which are designed to link the Core Preserve Areas together to maintain and enhance their environmental sustainability. They follow natural features whenever possible and are intended to be of sufficient size and character, including buffers, to ensure the functionality and sustainability of the Natural Heritage component of the System.
 - 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.
 - iv) Medium Constraint Stream Corridor Areas
Medium 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 for hydrological and ecological reasons. These watercourses may be deepened and/or relocated in accordance with subsection 7.4.7.1 d).
 - v) Other Hydrological Features
In addition, to the High and Medium Constraint Stream Corridor Areas, a number of other hydrological features have been identified in North Oakville East. These features are also part of the Natural Heritage component of the Natural Heritage and Open Space System to the extent they are maintained after development occurs.
- 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.

7.4 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.

7.4.4 APPLICATION REVIEW

- a) Development which incorporates initiatives to reflect the principle of sustainable development, including three or more matters set out in Section 7.4.4 b)i) and b)ii) or other initiatives, may proceed as soon as servicing can be made available, regardless of the development phase in which it is located, subject to approval by the Town and the Region of Halton.
- b) Such development must comply with the other policies of this Plan and shall also:
- i) implement efficient and effective methods of providing energy through:
 - 1) the incorporation of alternative energy systems including the use of renewable energy resources and/or district energy facilities; and/or,
 - 2) minimizing energy needs and flat-lining the energy profile of the design of the neighbourhood or development.

- ii) increase energy efficiency and minimize environmental impacts in building design through approaches including or similar to some or all of the following:
 - 1) utilizing the standard for residential construction at a minimum of R-2000 and for commercial buildings, similar commercial construction standards such as LEED or other published standards;
 - 2) incorporating opportunities for efficiencies through orientation and the use of passive solar energy and landscaping options;
 - 3) incorporating the potential for future alternative uses and life stages in building design;
 - 4) maximizing opportunities for waste reduction, reuse and recycling in the construction process, building design and community design;
 - 5) maximizing opportunities for stormwater and grey water reuse including the use of permeable materials for the surfaces of parking lots and internal driveways/roads;
 - 6) maximizing opportunities for application of stormwater management at the site level;
 - 7) incorporating water conservation measures in all buildings and landscaping; and,
 - 8) incorporating 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.

7.4.5 WATER MANAGEMENT

The management of water resources within the North Oakville East Planning Area shall be undertaken in accordance with the directions established in the North Oakville Creeks Subwatershed Study. No amendments to the Secondary Plan shall be required to implement the recommendations of the Subwatershed Study or for changes to the number or location of stormwater management facilities in accordance with the policies of Section 7.6.2.2 a) of this Plan.

It is an objective of the Town that there be no net increase in phosphorus loadings as a result of development. It is recognized that this objective is achieved by requiring stormwater management ponds in North Oakville East to meet the MOE's Enhanced (Level 1) Guidelines. Provided the MOE's Enhanced (Level 1) Guidelines are met, there is no requirement to further analyze the total phosphorus during development approval.

Further, prior to draft approval of plans of subdivision, Environmental Implementation Reports will be required for each subcatchment area (See Appendix 7.2) in which they are located, in accordance with the policies in Section 7.8.3 a). The Environmental Implementation Reports, in concert with the North Oakville Creeks Subwatershed Study, fulfill the EIS requirements of the Region of Halton Official Plan.

7.4.6 NATURAL HERITAGE AND OPEN SPACE SYSTEM

7.4.6.1 Context

In accordance with objectives of this Secondary Plan, a Natural Heritage and Open Space System is to be established for North Oakville East. 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.

7.4.6.2 Purpose

The purpose of the Natural Heritage and Open Space System is the establishment of a system, the majority of which is to be in public ownership, and the focal point of which is a linked natural heritage system enhanced by a range of open space facilities. The System is designed to protect the natural environment, provide a balance between active and passive recreational needs and contribute to overall quality of life in North Oakville and the Town as a whole.

The primary purpose of the Natural Heritage component of the Natural Heritage and Open Space System is to protect, preserve and, where appropriate, enhance the natural environment. The focus of the Natural Heritage component is on the protection of the key ecological features and functions of North Oakville. It will also contribute to the enhancement of air and water resources, and provide for limited, passive recreational needs.

The primary purpose of the Open Space component of the System is to provide for active recreational needs and community facilities. It also should be designed, where possible, to connect to, and enhance the Natural Heritage component of the Natural Heritage and Open Space System, as well as providing for passive recreational needs. Finally, the Open Space component of the System provides facilities which will assist in building social relationships within the North Oakville community.

7.4.6.3 Subwatershed Study

The policies of this Secondary Plan provide the framework for the Natural Heritage component of the System, however, the North Oakville Creeks Subwatershed Study provides the basis for its establishment and technical guidance for its implementation

7.4.7 NATURAL HERITAGE COMPONENT OF THE NATURAL HERITAGE AND OPEN SPACE SYSTEM

7.4.7.1 Natural Heritage Designations

The Natural Heritage component of the Natural Heritage and Open Space System, reflecting an alternative Greenlands System as intended by the Regional Plan, is comprised of lands designated "Natural Heritage System Area" on Figures NOE1, NOE2 and NOE4 and "Core Preserve Area," "Linkage Preserve Area," "Optional Linkage Preserve Area," "High Constraint Stream Corridor Area" and "Medium Constraint Stream Corridor Area" on Figure NOE3. It also includes watercourses and features designated as "Other Hydrological Features" on Figure NOE3, to the extent that they are maintained after development occurs, in accordance with the policies in Section 7.4.8.

The Natural Heritage System Area designation is comprised of the following key areas:

a) Core Preserve Areas

- i) The Core Preserve Area designation on Figure NOE3 includes 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.
- ii) The Core Preserve Areas were designated based on an evaluation which considered the following criteria:
 - Diversity – Areas with diverse habitats and/or supporting a rich assemblage of species;
 - Size – Sufficient size to protect interior habitat;
 - Contiguity – Designed to create contiguous units;
 - Connectivity – The unit can be linked to other units;
 - Significance – Areas supporting significant species or habitats;
 - Representativeness – Areas which include appropriate representational features associated with areas of natural and scientific interest (ANSI) designations or a candidate ANSI designation, including the Trafalgar Moraine candidate ANSI; and,
 - Overall watershed functionality including hydrologic processes which protect the flow regime of receiving streams.

b) Linkage Preserve Areas and Optional Linkage Preserve Areas

The Linkage Preserve Area and Optional Linkage Preserve Area designations on Figure NOE3 include areas which are designed to link the Core Preserve Areas together to maintain and enhance their environmental sustainability. They follow natural features whenever possible and are intended to be of sufficient size and character to ensure the functionality and sustainability of the Natural Heritage component of the System.

i) The length, width and general location of the Linkage Preserve Areas and Optional Linkage Preserve Areas have been defined based on factors established through the North Oakville Creeks Subwatershed Study including:

- Composition of potential linkage feature;
- Character of the surrounding habitats;
- Presence and size of discontinuities; and,
- Required buffers.

In particular, the configuration of the Linkage Preserve Area which connects to Sixteen Mile Creek adjacent to the future 407 Transitway is based on a width of 70 metres west of the existing woodlot and 100 metres east of the woodlot. The woodlot is delineated as drip line plus 10 metres or wetland plus 30 metres. If the Transitway is reduced in width west of the woodlot there will be no reduction or shifting of the Linkage Preserve Area, and any surplus transitway lands will be added to the north side of the Linkage Preserve Area. East of the woodlot, the northern boundary of the Linkage will remain coincident with the southern boundary of the Transitway so that if at any time prior to an application for development being approved, the southern boundary of the Transitway adjacent to the Linkage moves northward, the Linkage Preserve Area will also move northward. However, all boundaries of this Linkage will remain subject to a 30 metre setback from any Provincially Significant Wetland. The area of any setback for the Provincially Significant Wetland located west of the woodlot, that extends beyond the southern boundary of the Linkage (the extended area), will be offset by a corresponding reduction in the width of the Linkage located west of the woodlot, that is equal in area to the extended area.

ii) The Optional Linkage Preserve Areas have been established based on the potential to relocate adjacent Medium Constraint Streams into the area designated as "Optional Linkage Preserve Area". However, if the adjacent stream is not relocated into the lands designated "Optional Linkage Preserve Area", and remains in place in a manner which satisfies the requirements to serve a linkage function as set out in Subsection 7.4.7.1 d), then the lands in the Optional Linkage Preserve Area designation, without the need for amendment to this Plan, may be developed in accordance with the abutting land use designation. Otherwise the lands in the Optional Linkage Preserve Area designation shall be subject to the policies of the Linkage Preserve Area designation.

c) High Constraint Stream Corridor Areas

High Constraint Stream Corridor Areas as designated on Figure NOE3 include certain watercourses with associated riparian lands, including buffers measured from stable top-of-bank and 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 in accordance with the directions established in the North Oakville Creeks Subwatershed Study.

- d) Medium Constraint Stream Corridor Areas
Medium Constraint Stream Corridor Areas, as designated on Figure NOE3, 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 for hydrological and ecological reasons. These watercourses may be deepened and/or relocated and consolidated with other watercourses provided that the watercourse feature, as well as the function of the watercourse, is maintained in accordance with the directions established in the North Oakville Creeks Subwatershed Study and Federal, Provincial and Conservation Authority regulations, and natural channel design is used. Where a Medium Constraint Stream Corridor Area is relocated, the land use designation of the abutting lands on Figure NOE2, not the Natural Heritage System Area designation, shall apply to the lands from which the stream is moved. Further, where a Medium Constraint Stream adjacent to an "Optional Linkage Preserve Area" is not being relocated into the "Optional Linkage Preserve Area", then that Medium Constraint Stream shall serve a linkage function similar to a Linkage Preserve Area, in addition to its role as a Medium Constraint Stream. This would include maintaining a minimum linkage width as established in the North Oakville Creeks Subwatershed Study along the Medium Constraint Stream. No modifications may be made to the location of such a stream unless that linkage function can be maintained.

7.4.7.2 Boundaries

The boundaries of the Core and Linkage Preserve Area, and High Constraint Stream Corridor Area designations shall be maintained generally in accordance with the designations on Figure NOE3 and the North Oakville Creeks Subwatershed Study.

As part of the detailed planning process, minor modifications to the boundaries of these designations may be considered to reflect differences in scale and levels of detail, or to better integrate natural and urban land uses to achieve a more compact, efficient urban form. However, such minor modifications will not negatively impact the Natural Heritage component of the Natural Heritage and Open Space System as determined by the Town, in consultation with the Region of Halton and Conservation Halton, nor shall such minor modifications result in any significant decrease in the size of the Natural Heritage component of the System.

The location and boundaries of the Medium Constraint Stream Corridor Area designations on Figure NOE3 shall be determined in accordance with the directions established in the North Oakville Creeks Subwatershed Study and Federal, Provincial and Conservation Authority regulations during the preparation of the Environmental Implementation Reports (EIR) required by Section 7.8.3 of this Plan. In addition, Reach

MUN-3, as identified on Figure 6.3.13 of the North Oakville Creeks Subwatershed Study, may be reexamined as part of the relevant EIR to confirm its classification. If all or part of MUN-3 is recommended for reclassification from a Medium Constraint Stream Corridor to a Low Constraint Stream Corridor and the basis for this reclassification is accepted by the Town and Conservation Halton, the change will not require an amendment to the Secondary Plan.

Stream Corridor Components: Appendix 7.4 illustrates the required components of Stream Corridors and provides direction on how they are measured.

7.4.7.3 Permitted Uses, Buildings and Structures

- a) The only permitted uses in the Natural Heritage System Area designation shall be legally existing uses, buildings and structures, and fish, wildlife and conservation management. Development or land disturbances shall generally be prohibited.
 - b) The only exceptions to the provisions of Section 7.4.7.3 a) shall be the uses in Subsection c), subject to the satisfaction of the Town, in consultation with the Region of Halton and Conservation Halton, provided that, prior to approving the location/construction of such uses a study shall be undertaken, except where an Environmental Assessment is required:
 - i) identifying potential negative impacts on the functions and features of the applicable designation during the construction and post-construction phases; and,
 - ii) demonstrating that alternative methods and measures for minimizing impacts have been considered and appropriate methods and measures will be applied.
 - c) The potential permitted uses include:
 - i) Development or land disturbance in accordance with the directions of the North Oakville Creeks Subwatershed Study and any related Environmental Implementation Report, and Federal, Provincial and Conservation Authority regulations:
 - for required flood and stream bank erosion control;
 - for fish, wildlife and conservation management;
 - to accommodate a stormwater outfall; or
 - in Medium Constraint Stream Corridor Areas, to relocate or deepen channels in accordance with Section 7.4.7.1 d);
- provided that any required reconstruction of a watercourse is completed in a way that utilizes bio-engineering principles and practices, and

maintains, and where possible, improves the form, characteristics and functions of the watercourse.

ii) Roads and related utilities which shall:

- use non-standard cross sections designed to minimize any impacts on the natural environment;
- only be permitted to cross the designation in the general area of the road designations shown on Figures NOE2 and NOE4 or as defined through an Environmental Assessment; and,
- be designed to minimize grading in accordance with the directions established in the North Oakville Creeks Subwatershed Study.

Provided that such corridors shall:

- be required as transit routes or utility corridors;
- be located outside natural features to the maximum extent possible, and where the applicable designation is narrowest and along the edges of applicable designations, wherever possible;
- provide for the safe movement of species in accordance with the directions established in the North Oakville Creeks Subwatershed Study in the design and construction of any road or utility;
- be kept to the minimum width possible; and,
- be designed to keep any related structures or parts of structures outside the High Constraint Stream Corridor Area designated on Figure NOE3 to the maximum extent possible or as defined through an Environmental Assessment.

iii) Expansion to existing Water and Wastewater services which are located on sites with existing facilities subject to any required Environmental Assessment;

iv) Trails, interpretative displays or signage or other similar passive recreation uses consistent with the purpose of the applicable designation and provided that:

- for lands in the Linkage Preserve Area designation on Figure NOE3, such uses shall generally be located in the Linkage Preserve Area, but adjacent to the boundary of the linkage;
- trails shall be permitted within the setback from the edge of the

Sixteen Mile Creek Valley, and may be permitted within the Valley subject to the review of their impact on any environmentally sensitive features;

- trails in stream corridors other than the Sixteen Mile Creek shall be permitted adjacent to the valley in the buffer; and,
 - trails in the Natural Heritage System Area designation be designed and located to minimize any impact on the natural environment.
- v) Stormwater management facilities established in accordance with the directions in the North Oakville Creeks Subwatershed Study provided that the final number, size and configuration of such facilities will be determined through any related Environmental Implementation Report or Functional Servicing Study and provided that generally such facilities shall, with respect to the designations on Figure NOE3:
- be limited in Core Preserve Areas to only four stormwater management facilities located as shown conceptually on Figure NOE3 ;
 - be limited where located in or adjacent to High and Medium Constraint Stream Corridor Areas which are not located within Linkage Preserve or Optional Linkage Preserve Areas as designated conceptually on Figure NOE3, to areas:
 - outside the 100 year floodline;
 - outside the meanderbelt allowance which is the meanderbelt plus the factor of safety;
 - outside the erosion/access allowance measured from the meander belt or stable top-of-bank, except that some overlap of the access required for the stormwater management facility and the erosion/access allowance may be permitted in accordance with the directions established in the North Oakville Creeks Subwatershed Study, and to the satisfaction of the Town and Conservation Halton;
 - outside the confined valley; and,
- provided that there is no loss of flood storage or conveyance;
- be limited where located in or adjacent to High and Medium Constraint Stream Corridors which are located within Linkage Preserve or Optional Linkage Preserve Areas as designated conceptually on Figure NOE3, to the stormwater management facilities as shown conceptually on Figure NOE3, to areas
 - outside the 100 year floodline;
 - outside the meanderbelt allowance which is the meanderbelt plus the factor of safety;

- outside the erosion/access allowance measured from the meander belt or stable top-of-bank, except that some overlap of the access required for the stormwater management facility and the erosion access allowance may be permitted in accordance with the directions established in the North Oakville Creeks Subwatershed Study, and to the satisfaction of the Town and Conservation Halton;
- outside the confined valley; and,

there is no loss of flood storage or conveyance; and,

provided that the encroachment into such Linkage Preserve or Optional Linkage Preserve Areas shall be limited to a width which is no greater than 50% of the width of the Linkage Preserve Area or Optional Linkage Preserve Area; and further,

provided that storm water management facilities shown conceptually on Figure NOE 3 which are located in the Linkage Preserve Area or Optional Linkage Preserve Area associated with Reach MOC-W1, MOC-W2 and MOC-W3 as identified of Figure 6.3.13 of the North Oakville Creeks Subwatershed Study shall only be permitted when provisions have been made which are satisfactory to the Town and Conservation Halton for the establishment of wooded nodes within the Linkage Preserve Area or Optional Linkage Preserve Area.

In addition, the stormwater management facilities shall be designed to:

- be naturalized and unfenced, except where the facility abuts private property it may be fenced;
 - be as small as necessary; and,
 - have minimum access for maintenance.
- vi) Grading in the Natural Heritage component of the Natural Heritage and Open Space System for facilities outside of, but adjacent to, the Natural Heritage component of the System, such as lots, roads and public facilities, shall be permitted in accordance with the directions established in the North Oakville Creeks Subwatershed Study or appropriate Environmental Assessment.
- vii) A 6 metre wide private driveway across the Linkage Preserve Area joining the north area and south area of the Core Preserve Area which is north of Burnhamthorpe Road and west of Trafalgar Road, in a location and with a design determined by the relevant Environmental Implementation Report, and site plan approval, and to the satisfaction of the Town, the Region and Conservation Halton.
- viii) The adaptive re-use of heritage buildings for institutional uses, including an art gallery and art school, in the Linkage Preserve Area associated with Reach JC-7, as identified on Figure 6.3.13 of the North Oakville Creeks Subwatershed Study is permitted. The extension of such buildings or the construction of new buildings and structures may also be permitted, subject to Conservation Halton's regulations and the preparation of an Environmental Implementation Report to the satisfaction of the Town and Conservation Halton, which addresses how the impact to the linkage will be minimized.

7.4.10 NATURAL HERITAGE AND OPEN SPACE SYSTEM SECUREMENT

- a) The following designations on Figure NOE3 comprise the Natural Heritage component of the Natural Heritage and Open Space System. These designations do not imply that the lands will be purchased by the Town or a public agency or that they are free or open to the public:
 - i) Core Preserve Area;
 - ii) Linkage Preserve Area and Optional Linkage Preserve Area;
 - iii) High Constraint Stream Corridor Area; and,
 - iv) Medium Constraint Stream Corridor.

This policy is also applicable to the Other Hydrological Features designated on Figure NOE3 which are also part of the Natural Heritage component of the System.

The public portions of the Open Space component of the Natural Heritage and

Open Space System will generally be acquired in accordance with the provisions of the Planning Act and Section 7.7.4.5 of this Plan with respect to parkland acquisition.

- b) Notwithstanding the foregoing, the Town recognizes that public securement of the lands in the Natural Heritage component of the Natural Heritage and Open Space System will provide opportunities for enhanced management of the lands in the System. The Town will investigate all options for the securement of land in the Natural Heritage component of the Natural Heritage and Open Space System.
- c) Lands in the Natural Heritage component of the Natural Heritage and Open Space System, while recognized as part of the parkland hierarchy, shall not be acceptable as parkland dedication under the Planning Act unless:
 - i) the lands can be used without impact on environmental quality or function for some passive open space/recreational use such as a trail use or interpretative display in conjunction with adjacent active parkland which is located outside the Natural Heritage component of the Natural Heritage and Open Space System; and,
 - ii) the Town is satisfied that sufficient land has been dedicated, or cash-in-lieu has been provided, to satisfy the Town's requirements for active parkland for the development.

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.

7.5.5.4 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.

7.5.5.14 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.

7.5.12 NEIGHBOURHOODS

Figure NOE1 identifies the neighbourhood structure for North Oakville East. Each neighbourhood will have distinctive characteristics, but with the following common features:

- a) Each neighbourhood will include at its centre, approximately a five minute walk from most areas of the neighbourhood, a neighbourhood activity node which would include a transit stop and other public facilities which serve the neighbourhood such as central mail boxes or mail pickup facilities. In addition, convenience commercial facilities or similar uses will be encouraged to locate at the neighbourhood activity node.
- b) Neighbourhoods shall be primarily residential in character, but will include mixed use development including commercial, institutional, live-work and civic facilities;
- c) Within neighbourhoods, a range of lot sizes, building types, architectural styles and price levels shall be provided to accommodate diverse ages and incomes;
- d) The Town shall work with the School Boards to try to ensure that elementary schools are located to allow as many children within a neighbourhood as possible to walk or bicycle to them; and,
- e) A range of open space including parks, squares and playgrounds shall be distributed through a neighbourhood in locations which are easily accessible and which can act as "meeting places" for residents.