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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

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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.

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- b) To establish overall development densities that equal or exceed the density established by the Halton Urban Structure Plan and which are commensurate with the type and frequency of transit service planned for the area.
- c) To reflect the land use objectives as set out within the Halton Urban Structure Plan (April 1994).
- d) To minimize travel time, traffic, greenhouse gases, servicing costs and energy costs through a variety of mechanisms, and particularly by providing an efficient land use arrangement and a mix of housing forms and tenures.
- e) To encourage a closer relationship between the workplace and home through land use planning decisions.
- f) To create varied and distinguishable residential neighbourhoods which provide a strong, identifiable sense of place for the residents.
- g) To provide for a variety of residential densities and unit types throughout the planning area, responding to the varied needs of the future population, while directing the highest densities and intensity of use to the Trafalgar Road Corridor in support of a broad range of services including high frequency transit, shopping, personal services and community facilities.

7.2.3.4 Urban Design

- a) To provide integrated community design that coordinates land use, the natural heritage and open space system, the street network and built form to reinforce the community vision.
- b) To integrate important views and vistas of the natural heritage and open space system within community design.
- c) To create an urban fabric characterized by a connected street system that is responsive to the natural heritage and open space system and existing land uses.
- d) To promote building design variety that promotes an active, safe pedestrian realm within the streetscape.
- e) To design street sections that promote a sense of scale and provide for pedestrian comfort.
- f) To promote building forms that address the street and minimize the impact of garages and service areas on the streetscape.
- g) To encourage mixed use development along strategic corridors and at neighbourhood centres.
- h) To create retail and service commercial development that has a strong relationship to streetscapes and major pedestrian ways.

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- i) To integrate community and institutional uses at landmark locations.
- j) To promote a variety of housing with diverse architecture.
- k) To create high quality employment areas which are easily accessed by trucks and other vehicular traffic, as well as transit, bicycles and pedestrians.

7.2.3.5 Transportation

- a) To create a system of roads and transportation corridors which promotes the safe, efficient circulation of traffic including transit and non-vehicular traffic.
- b) To establish an efficient and linked, safe pedestrian movement system (cycleways and walkways) along with an appropriate distribution of land uses so that residents do not need to rely on the automobile to meet the recreational, shopping and commuter needs of daily life.
- c) To establish a transportation system that complements and supports the existing and future urban structure and land use pattern.
- d) To promote transit opportunities through community design, including a “transit first” policy to ensure that development including the phasing of development, proceeds in a manner which will be supportive of the early provision of transit services.
- e) To explore all modes of transportation including the use of HOV lanes, express bus lanes and transit rights-of-way on the existing and future road network in Oakville, as well as other innovative approaches to transit.
- f) To plan residential development and its road network so that residents are predominantly within a 400 metre walking distance of transit services.
- g) To promote both local and higher order transit opportunities through land use arrangements, building orientation and streetscape design.

7.2.3.6 Servicing

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

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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.

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:

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- 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.
- b) The Open Space component of the Natural Heritage and Open Space System includes open space areas such as stormwater facilities, cemeteries, public parks and schools. The Open Space component of the System will be designed, where possible, to connect to, and enhance the Natural Heritage component of the System.

7.3.6 POPULATION/HOUSING TARGETS

7.3.6.1 Population

The North Oakville East Planning Area capacity or ultimate population target, which may not be achieved within the 2021 planning period, is a population of between 45,000 and 55,000 at an overall density that equals or exceeds the requirements of the Halton Urban Structure Plan of 30 units per hectare on a net basis as defined in Section 7.10.13 of this Secondary Plan. The achievement of these targets on a yearly basis shall not be required, however, the Town will review the achievement of the targets every five years and will monitor on an annual basis. Further, the total population target which will be achieved in North Oakville will reflect the population target for North Oakville East in combination with the population target for North Oakville West established in the North Oakville West Secondary Plan. The total of these two targets will fulfill the population target of Official Plan Amendment No. 198.

7.3.6.2 Housing Mix Target

- a) The housing unit mix targets for the ultimate development of North Oakville East, which may not be achieved within the 2021 planning period, are outlined below and for each density type a target range is provided. The achievement of a housing mix which lies between the target ranges on a yearly basis shall not be required, however, the Town will review the achievement of the targets every five years and will monitor on an annual basis. Any such review shall not result in a reduction of the population target contained in Section 7.3.6.1 or the population related component of the employment target. Sections 7.9.5.2 and 7.9.5.3 of this Plan set out the Monitoring Program and Monitoring Report requirements.

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	<u>Low</u>	<u>High</u>
Low Density	55%	45 %
Medium Density	25%	20 %
High Density	20%	35 %

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

7.4 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.

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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.

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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.

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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.

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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.

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- 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.
- 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.

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.

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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

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.

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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:

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- 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

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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

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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

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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

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supporting transportation needs. The design requirements, while less substantial than for connector roads, must support the dual role of the local streets.

7.5.5.5 Lanes/Hybrid Roads/Service Roads

a) General

Where direct driveway access from a roadway is inappropriate or in response to special design features such as a development fronting directly onto open space, lanes, hybrid roads, and service roads shall be utilized, and in limited circumstances, "window" roads. The design requirements for these roads will establish certain minimum standards to address issues like pavement width and relationship to parking areas. Where such roads are to be public roads, they shall be designed:

- to provide access for public maintenance vehicles, including snow plows and garbage trucks, as well as emergency vehicles, where deemed necessary by the Town;
- to maximize safety and security;
- as much as possible for hybrid roads to minimize the impact of garage doors; and,
- to provide along lanes, where feasible, a varied streetscape.

b) Lanes

Where the Town's policies for urban design are such that the use of lanes is required, the lanes may be in public ownership if requested by the development proponent, otherwise lanes would generally be in private ownership. Further, if public ownership of lanes is proposed, there should be a sufficient number of public lanes in the same vicinity to minimize maintenance costs.

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;

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- 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.

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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;

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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.

7.5.8 VIEWS

- a) Views of the following features shall be created at appropriate locations:
 - i) civic buildings; and
 - ii) natural features and open spaces as set out in Section 7.5.4 e).

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.

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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.

7.5.12 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.

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7.6 LAND USE STRATEGY

7.6.1 PURPOSE

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

7.6.3 NATURAL HERITAGE SYSTEM AREA

- a) Purpose
The Natural Heritage System Area designation on Figure NOE2 reflects the Natural Heritage component of the Natural Heritage and Open Space System. The primary purpose of the Natural Heritage component of the 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.
- b) Permitted Uses, Buildings and Structures
The uses, buildings and structures permitted in the Natural Heritage System Area shall be in accordance with the policies of Section 7.4.7.3.
- c) Land Use Policies
The policies for the lands in the Natural Heritage System Area designation shall be in accordance with the policies of Section 7.4.7.

7.6.7 NEIGHBOURHOOD AREA

- a) Purpose
The Neighbourhood Area designation on Figure NOE2 is applicable to areas intended for the development of residential neighbourhoods. Each neighbourhood is identified on Figure NOE1. The neighbourhoods will each include a neighbourhood central activity node, a five minute walk from most residences, which will include public facilities that serve the neighbourhood. Live/work units and limited commercial uses will also be encouraged to locate in this area.
- b) Land Use Policies
Each neighbourhood will be developed with a mix of development based on the following land use categories. The land use categories, Neighbourhood Centre, General Urban and Sub-urban, shall be represented in each neighbourhood, with the exception of Neighbourhood 14, generally in accordance with the percentages in Table 1 to this Secondary Plan.

The land use categories, High Density Residential, Neighbourhood Centre and General Urban, shall be represented in Neighbourhood 14 such that development results in a total number of units and population equal to or greater than 800 units and a population of approximately 2,000.

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Notwithstanding the foregoing, development utilizing a land use category distribution which results in densities less than those required by Table 1 will generally not be permitted, but development which utilizes a land use category distribution resulting in increased densities may be permitted subject to conformity with the policies of this Plan.

7.6.7.2 General Urban Area

a) Purpose

The General Urban Area land use category on Appendix 7.3 is intended to accommodate a range of low and medium density residential development.

b) Permitted Uses, Buildings and Structures

- The permitted uses shall be low and medium density residential uses and home occupation and home business uses.
- Permitted uses shall be located in low or medium density residential buildings.

c) Land Use Policies

- A mix of housing types shall be permitted at the following heights and densities:
 - Minimum density - 25 units per net hectare;
 - Maximum density - 75 units per net hectare; and,
 - Maximum height - 3 storeys.
- The Town will require that a variety of residential building types be developed throughout the General Urban Area designation in each neighbourhood. The location of building types shall be controlled through the zoning by-law. In this context, notwithstanding the minimum density, consideration may be given by the Town to limited areas of housing at a minimum density of 20 units per net hectare in areas abutting the Core Preserve Area designation or other significant open space features. In this addition, notwithstanding the permitted uses and maximum permitted density and height, the Town may also give consideration to limited areas of housing with a minimum density of 75 units per net hectare and a maximum density of 250 units per net hectare located in proximity to the Core Preserve Area and to the Neighbourhood Centre Area. However, the Town shall be satisfied that the development is appropriate to the context and may require the submission of studies, models and/or plans which address that consideration. In addition, with respect to any development which results in a density exception, the Town shall be satisfied that the total number of units and population for the plan of subdivision is the same as, or greater than, that which would be required by land use category distribution in Table 1.
- Home occupations and home businesses shall be permitted in dwellings and accessory buildings in accordance with the regulations of the zoning by-law.

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- The zoning by-law shall establish minimum and maximum setbacks, and implement densities and other standards to ensure that development achieves the minimum standards required as a basis for the creation of this residential area.
- Village squares may also be permitted within the General Urban Area designations subject to the provisions of Section 7.6.13.

Neighbourhood	Neighbourhood Centre Area	General Urban Area	Sub-urban Area
1	26%	47%	27%
2	36%	56%	8%
3	10%	90%	0%
4	15%	57%	28%
5	15%	56%	29%
6	12%	51%	37%
7	10%	76%	14%
8	15%	63%	22%
9	12%	82%	6%
10	9%	62%	29%
11	9%	53%	38%
12	16%	84%	0%
13	2%	23%	75%
14	See Section 7.6.7.4 (minimum of 800 units and 2,000 population)		

Avenue/ Transit Corridor	<ul style="list-style-type: none"> • Serves mainly intermediate volumes of intra-neighbourhood/ district travel • Accommodates local transit • Connects Urban Centres Areas and serves as major internal connector for Urban Core Areas • Distributes traffic to and from Major and Minor Arterial / Transit Corridors 	<ul style="list-style-type: none"> • Direct access from abutting properties will be permitted, although there may be restrictions in specific locations related to specific forms of development or the use of alternative designs. • Up to 4 travel lanes, • Provision for on-street parking on two sides in most cases, except in Employment Areas where there is provision for parking on one side only and in the Natural Heritage System Area where no parking will be permitted. • Transit supportive land uses to be encouraged along ROW • ROW shall be kept to a minimum and shall not exceed a maximum of 24 metres and more typically will have a ROW of 22 metres, except at approaches to major intersections where medians and/or additional lanes are required
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Local Road	<ul style="list-style-type: none"> Provides access to individual properties and serves internal residential neighbourhood, core area or employment district travel demands Connects individual 	<ul style="list-style-type: none"> Direct access from abutting properties will be permitted 2 travel lanes. Provision for on-street parking on one side of the street ROW shall be kept to a minimum and shall not exceed a maximum of 17 metres in residential areas. Consideration may be given to permitting some Local Roads with
	<p>properties to other Local Roads, Avenue/Transit Corridors or Connector/Transit Corridors</p> <ul style="list-style-type: none"> Accommodates local transit service 	<p>a maximum ROW of 16 metres in the Neighbourhood Area designation in a Sub-urban land use category, where the Town is satisfied, through the submission of a pedestrian circulation plan for the subject Neighbourhood, that only one sidewalk is necessary within the ROW.</p> <ul style="list-style-type: none"> ROW shall be kept to a minimum and shall not exceed a maximum of 20 metres in employment districts.
Lane	<ul style="list-style-type: none"> Provides rear access to individual properties and connects them to Local, Avenue/ Transit Corridors and Connector/Transit Corridors 	<ul style="list-style-type: none"> Direct access from abutting properties will be permitted One or two narrow travel lanes for residential development and two travel lanes for commercial development, No on-street parking permitted Minimum ROW will typically be 7.5 metres, with a 0.75 metre setback for a residential lane Minimum ROW will typically be 12 metres, with a 1.0 metre setback for a commercial lane, Right of way may be increased to allow for daylighting triangles

7.7.3 SERVICES AND UTILITIES

7.7.3.1 Water and Wastewater Services

- a) All new urban development in the North Oakville East Planning Area shall be connected to the municipal wastewater and water systems, with the exception, on an interim basis, of expansions to existing uses and limited new uses approved by the Town and Region through amendments to the Zoning By-law, which shall only be in accordance with Town and Regional policies.
- b) The Region of Halton shall be responsible for the financing and development of water treatment and distribution and wastewater collection and treatment. Prior to the approval of new urban development, with the exception, on an interim basis, of expansions to existing uses and limited new uses approved by the Town and the Region through amendments to the Zoning By-law, which shall only be in accordance with Town and Regional policies, the Region, will, if necessary, update their Region of Halton Water and Wastewater Master Plan.

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- c) Prior to the approval of new urban development, with the exception, on an interim basis, of expansions to existing uses and limited new uses approved by the Town through amendments to the Zoning By-law, which shall only be in accordance with Town and Regional policies, a Water and Wastewater Master Plan for the North Oakville East Planning Area shall be prepared to the satisfaction of the Region of Halton. The Water and Wastewater Master Plan shall be in accordance with the Region of Halton Design Criteria, Contract Specifications and Standard Drawings, as well as other Regional policies related to water and wastewater. The Water and Wastewater Master Plan shall identify the technical requirements to provide the following services to support urban development:
- i) Wastewater collection; and,
 - ii) Water supply.

The following items shall be addressed as part of the Water and Wastewater Master Plan in terms of water servicing and wastewater servicing:

- i) evaluation of the existing water and wastewater systems; and,
- ii) details with respect to the proposed water and wastewater systems.

The provision of servicing shall relate to the phasing of development as set out in Section 7.9 of this Plan and the North Oakville Master Servicing Plan and the Region of Halton Water and Wastewater Master Plan.

- d) Prior to the approval of new urban development in any phase, a financial plan shall be approved by Region of Halton Council.

The Region's and the Town's cost of providing services to facilitate the development of lands shall be borne by such development in accordance with all applicable legislation

7.7.3.2 Utilities

- a) Utilities, not including power generation facilities, shall be permitted in any land use designation. The exception shall be Core and Linkage Preserve Areas and High or Medium Constraint Stream Corridor Areas, where they shall only be permitted within road allowances.
- b) Where new services are being introduced, they shall be located underground and shall be encouraged to locate in one initial common trench. Trunk hydro services may be located above ground, but will be encouraged to be located underground.
- c) The Town shall encourage the provision of electronic communications technology involving high capacity fibre optics to enhance telecommunications services. However, all telecommunications facilities shall be designed and located to minimize their visual impact on residential and environmental areas.
- d) Prior to approval of development, all interested utilities are to confirm if services can be provided to support the proposed development, and shall determine appropriate locations for large utility equipment or utility cluster sites.

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7.10 IMPLEMENTATION AND INTERPRETATION

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.