

**Provincial Policy Statement 2014**

1.1.1 Healthy, liveable and safe communities are sustained by:

- a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b. accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- e. promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;

1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

1.1.3.2 Land use patterns within settlement areas shall be based on:

- a. densities and a mix of land uses which:
  - 1. efficiently use land and resources;
  - 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
  - 4. support active transportation;
  - 5. transit-supportive, where transit is planned, exists or may be developed; and
  - 6. are freight-supportive; and
- b. a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.5.1 Healthy, active communities should be promoted by:

- a. planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- b. planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

- d. recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

2.1.1 Natural features and areas shall be protected for the long term.

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

### **Growth Plan 2017**

2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a. the vast majority of growth will be directed to settlement areas that:
    - i. have a delineated built boundary;
    - ii. have existing or planned municipal water and wastewater systems; and
    - iii. can support the achievement of complete communities;
  - c. within settlement areas, growth will be focused in:
    - i. delineated built-up areas;
    - ii. strategic growth areas;
    - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
    - iv. areas with existing or planned public service facilities
- 2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:
- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
  - c) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
  - d) expand convenient access to:
    - v. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
    - vi. public service facilities, co-located and integrated in community hubs;

- vii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
  - viii. healthy, local, and affordable food options, including through urban agriculture;
- e. ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;

2.2.6.3 To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

## 2.2.7 Designated Greenfield Areas

1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:
  - a. supports the achievement of complete communities;
  - b. supports active transportation; and
  - c. encourages the integration and sustained viability of transit services.
2. The designated greenfield area of each upper- or single-tier municipality will be planned to achieve within the horizon of this Plan a minimum density target that is not less than 80 residents and jobs combined per hectare.

## **North Oakville East Secondary Plan**

### 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.  
existing open space system within the Town.

#### 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.
- c) 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.
- 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.

#### 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.
- d) To promote building design variety that promotes an active, safe pedestrian realm within the streetscape.
- g) To encourage mixed use development along strategic corridors and at neighbourhood centres.

#### 7.2.3.5 Transportation

- 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.
- 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.
- 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.

### 7.3 Community Structure

#### 7.3.2 Urban Core

The Urban Core designations reflect the most urban part of the North Oakville East Plan Area. These areas provide for the densest development and the highest order activities including a full range of residential, retail and service commercial, entertainment, cultural, business and institutional uses. Mixed use development is encouraged. Ultimately it is intended that Urban Core lands will become true mixed use urban areas. The primary focus of this development is along Trafalgar Road, with the north side of Dundas St. and the intersection of Neyagawa Boulevard and Burnhamthorpe Road having an important, but more secondary role.

## 7.5 Community Design Strategy

### 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.
- 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.

### 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.

#### 7.5.15 Dundas Urban Core

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

- a) Mixed use development shall be permitted throughout the Urban Core Area, however, retail and service commercial development shall be restricted to locations at the intersections with north/south streets.
- b) The full range of uses and densities of development, including live/work units, would be permitted throughout the Urban Core Area, with the exception that retail and service commercial development shall

generally be located at the intersections of Minor Arterials, Avenues and Connectors with Dundas Street. It is also anticipated that the highest density uses would be encouraged to locate at these intersections.

- d) Minimum and maximum setbacks, densities and other standards will be implemented through the zoning by-law to ensure that development will result in the creation of an area which is compatible with this major transportation route in accordance with the policies of Section 7.5.5.7 and 7.5.5.8. No reduction in standards will be permitted unless it can be demonstrated that this objective can be achieved.

## 7.6 Land Use Strategy

### 7.6.5 Dundas Urban Core Area

#### 7.6.5.2 Permitted Uses, Buildings and Structures

- a) The permitted uses shall be the full range of office, commercial, including retail and service commercial, health and medical, institutional and medium and high density residential uses.
- b) Permitted uses shall be primarily located in medium and high density residential, office and institutional buildings. Both mixed use and single use buildings shall be permitted. Commercial uses shall be restricted to locations in nodes primarily in mixed use buildings at the intersections with north-south roads, although single use retail and service commercial buildings will be permitted at such nodes in accordance with the applicable policies of Section 7.6.5, including 7.6.5.2 (c) and 7.6.5.3(c) and the design policies of Section 7.5, particularly 7.5.15.
- c) The total retail commercial development in this designation shall not exceed a total of 32,000 sq. metres gross leaseable floor area. Other commercial development such as financial institutions, service stations, restaurants and service commercial uses shall not be subject to this floor area limit. No single user or retail store shall exceed a maximum of 7,000 sq. metres of gross leaseable floor area. Of the total 32,000 sq. metres gross leaseable floor area, a maximum of 19,000 sq. metres of gross leaseable floor area, which may include supermarkets located at the Dundas/Neyagawa intersection.

#### 7.6.5.2 Land Use Policies

- a) Development will be visually connected by establishing a coherent streetscape along Dundas Street through a number of design features and mechanisms, identified in the applicable urban design guidelines, including provisions for landscaping, signage, street furniture and other features in the public right of way, and guidelines for the siting

and massing of adjacent buildings. Development will also be physically connected by road, transit, pedestrian and bicycle linkages.

### **North Oakville East Secondary Plan – OPA 321**

#### 7.6 Land Use Strategy

##### 7.6.5 Dundas Urban Core Area

##### 7.6.5.3 Dundas Urban Core Land Use Policies

#### b) Building Heights

- i) A minimum height of 3 storeys shall be permitted.
- ii) A maximum height of 8 storeys shall be permitted.
- iii) A commercial building permitted as part of a comprehensive development, including implementing zoning, shall be a minimum height of 5 metres.
- iv) In accordance with Section 7.6.2.2.a.v) increases of up to 4 storeys beyond the maximum permitted building height, exclusive of bonusing, may be considered where adjacent to stormwater management ponds.
- v) Increases of up to 4 storeys beyond the maximum permitted building height may be considered through bonusing, subject to Section 7.10.2.