

APPENDIX B: NORTH OAKVILLE EAST SECONDARY PLAN RELEVANT POLICIES

1. Community Structure (Figure NOE1)
 - The majority of the subject lands are within the Urban Core Area, with the northern portion of the property within the Residential Neighbourhood 4 boundaries, at the northeast corner of the intersection of Dundas Street East and Eighth Line.
 - The lands have frontage on Dundas Street East which is a Major Arterial/Transit Corridor, as well as frontage on Eighth Line which is a Connector/Transit Corridor.
 - There is a new Avenue/Transit Corridor (east-west) that is planned slightly north of the site as identified on the Figure.
2. Land Use Plan (Figure NOE2)– The majority of the subject lands are within the Dundas Urban Core Area. The same new road and Neighbourhood Areas are identified as above.
3. Master Plan (Appendix 7.3) – The Master Plan identifies the following components for the Site: Dundas Urban Core Area, Neighbourhood Centre Area and General Urban Area.
4. Transportation Plan (figure NOE 4) – Dundas Street and Trafalgar Road are identified as both Major Arterial/Transit Corridors and Busway Corridors. The Eighth Line Connector/Transit Corridor is identified for Community Transit Service. The east-west Avenue/Transit Corridor is identified for Secondary Transit Corridor Service.

Policies

5. Policy 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...”*
 - 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.*
 - 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.*
 - g. *To provide a variety of residential densities and unit types throughout the planning area, responding to the varied needs of the future population...”*
6. Policy 7.2.3.5 – Transportation
 - f. *“To plan residential development and its road network so that residents are predominately 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. Policy 7.3.2 – Urban Core

The subject lands are intended to be a “**most urban**” part of the NOESP area.

8. Policy 7.3.6 – Population/Housing Targets

The High Density housing unit target for the ultimate development of the NOESP area is 20%.

9. Policy 7.4.3 – Air/Energy Efficiency

- a. The Town will work to improve air quality and energy efficiency *“by directing through the Secondary Plan policies, and their implementation, through the evaluation of development applications, ... consideration of the following land use and transportation strategies to minimize the amount of vehicular travel and emissions:*
 - 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;”*

10. Policy 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.”*

11. Policy 7.5.6 – Building Location

- e. *“Higher-density housing shall be located close to Arterial Roads, Avenues, Connectors and transit stops, within Neighbourhood Centres and Urban Core Areas.”*

12. Policy 7.5.13 – Urban Core Areas – Interim Uses & Phased Development

“Urban Core Areas ... are intended to ultimately provide for a primarily mixed use development which is the densest in North Oakville.

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

13. Policy 7.5.15 – Dundas Urban Core Area

“The Dundas Urban Core area ... is intended to allow the creation of a band of mixed use development at high and medium densities along the Dundas Street 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 ... would be permitted throughout the Urban Core Area. ... It is also anticipated that the highest density uses would be encouraged to locate at (intersections of Minor Arterials, Avenues and Connectors with Dundas Street)."*

14. Policy 7.6.5 – Dundas Urban Core Area (Land Use Strategy)

The policies in this section are intended to *"allow for the creation of a ban of mixed use development at medium and high densities with a clustering of retail and service commercial development and/or high density buildings at intersections with north/south streets."* Both mixed-use and single use buildings shall be permitted.

15. Policy 7.6.5.3: Land Use Policies

- b. *"Building Heights*
 - i. *A maximum height of 8 storeys shall be permitted.*
 - v. *Increases of up to 4 storeys beyond the maximum permitted building height may be considered through bonusing, subject to Section 7.10.2.*

16. Policy 7.6.7.1 – Neighborhood Centre Area

- a. *"Is intended to accommodate a range of medium density residential, mixed use, and civic uses...*
- c. *Maximum height – 6 storeys"*

17. Policy 7.9.4, Landowners Agreement(s)

- a. *"In order to ensure the appropriate and orderly development of the Secondary Plan area, and to ensure the costs associated with the development of the Secondary Plan are equitably distributed among all landowners, development within the Secondary Plan area shall only be permitted to proceed when a significant number of landowners in the Secondary Plan area have entered into a cost sharing agreement or agreements amongst themselves to address the distribution of costs associated with development in a fair and equitable manner. Individual developments in the Secondary Plan area shall generally not be approved until the subject landowner has become a party to the landowners' cost sharing agreement."*

Master Plan

- 18. The North Oakville Master Plan (Appendix 7.3) provides the conceptual design for the North Oakville East Planning Area. Development applications are reviewed to ensure consistency with the Master Plan. Minor modifications are permitted provided the general intent and direction of the Master Plan is maintained (Section 7.5.2).