
FOREWORD

The Oakville Official Plan was adopted by the Council of the Corporation of the Town of Oakville on July 5, 1983, by By-law 1983-114. It was approved by the Minister of Municipal Affairs and Housing on December 21, 1984, with modifications, certain parts referred to the Ontario Municipal Board and certain parts deferred for further consideration.

This consolidated version of the Oakville Official Plan incorporates all amendments and modifications approved by the Minister up to September 30, 2006. Those parts of the Plan that have been deferred by the Minister, or referred to the Ontario Municipal Board are also consolidated in this document and are specifically listed in Tables "A", "B" and "C".

This consolidation of the Oakville Official Plan is prepared for convenience. For precise reference, please consult the Town's Planning Services Department.

This Foreword is not part of the Official Plan.

TOWN OF OAKVILLE OFFICIAL PLAN

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Note: Amendments appealed to the Board are not included in this Consolidation.

OPA	Project Name	By-law	Approval		Notes
			Council	In Effect Date	
1	Genstar Lands	1985-254	10/24/85	12/27/85	
2	Site Plan Approval	1986-021	01/23/86	09/03/86	
3	West Harbour Study	1986-115	05/22/86	10/27/86	
4	Van Wieren	1986-085	04/24/86	N/A	Rescinded July 31, 1986
5	United Urban Land Development	1986-136	07/31/86	12/29/86	
6	Paltin Investments Inc.	1986-153	08/21/86	N/A	Rescinded May 7, 1987
7	United Urban Land Development	1986-181	08/21/86	12/29/86	
8	Bun King QEW Ind. District	1987-019	01/22/87	06/23/87	
9	Paltin Investments - Upper Middle/Trafalgar	1987-011	01/22/87	05/13/87	
10	Lakefront Linear Park	1987-093	03/19/87	04/14/94	OMB #0880128 Approved
11	Service Station & Convenience Commercial	1987-057	02/19/87	07/13/87	
12	River Oaks Community	1987-135	05/05/87	02/23/88	
13	Iroquois Ridge Community North	1987-136	05/05/87	07/20/88	
14	Uptown Business Core	1987-137	05/05/87	02/23/88	
15	Queen's Avenue	1987-174	06/18/87	09/21/87	
16	Winston Churchill Study Area	1987-175	06/18/87	05/03/88	
17	Oakville Trafalgar Memorial Hospital	1987-165	06/04/87	09/03/87	
18	Retrofit Apartments Medium & High Density	1987-259	09/24/87	12/11/87	
19	Bronte Double Duplexes	1987-260	09/17/87	12/10/87	
20	Phase 2 Sub-phasing	1988-084	03/30/88	12/20/88	Modified by OMB Decision

OPA	Project Name	By-law	Approval		Notes
			Council	In Effect Date	
22	South Winston Properties Inc.	1987-307	11/19/87	03/11/88	
23	Bronte Community Improvement Area	1987-308	11/19/87	02/16/88	
24	Sprackman Retail Warehousing - TC 2	1987-336	12/10/87	08/18/88	
25	Stornelli/Morrison - Bronte Medium Density	1988-036	N/A	N/A	Denied
26	Belyea Street - OPA Conformity	1988-058	03/10/88	10/11/89	Approved by OMB
27	Kerr Street Neighbourhood Study	1988-086	04/07/88	09/06/88	
28	657380 Ontario Ltd. – Kaneff	1988-097	04/21/88	07/22/88	
30	Community Shopping Area Sheridan Gardens	1988-235	09/08/88	12/14/89	Denied by OMB except gas
31	Glen Abbey Church Sites	1989-035	N/A	N/A	Denied
32	Sanson Original Garden Centre	1989-139	09/26/89	11/25/96	
33	JNS Development	1989-118	05/29/89	10/02/89	
34	Heritage Conservation District 1 st &2 nd Street	1989-163	09/11/89	11/29/89	
35	Alf Reimer	1989-172	08/14/89	11/29/89	
36	Site Plan Infilling	1990-014	01/15/90	N/A	Rescinded May 28, 1990
37	Places of Worship in Industrial Commercial Areas	1989-212	09/11/89	10/11/89	Temporary Use By-law
38	Long Manufacturing	1989-252	10/24/89	11/29/89	
39	Genstar	1989-288	10/11/89	11/27/89	
41	Fourth Line Limited	1990-074	07/23/90	10/23/90	
42	Ministry of Government Services	1990-076	04/11/90	07/16/91	OMB Approved R900640
43	Roeway Investments	1990-137	09/24/90	10/25/90	
44	Hunter East Developments	1983-161	Denied	09/14/92	OMB Approved
45	Burloak Area S Rebecca Plan	1991-057	03/11/91	08/27/92	
46	Burloak Area N Rebecca Plan	1991-058	03/11/91	08/27/92	
47	Ivy Ridge Developments	1990-218	10/10/90	11/13/90	

OPA	Project Name	By-law	Approval		Notes
			Council	In Effect Date	
48	Max Tanenbaum	1991-152	06/10/91	07/05/91	
49	Oakville Population Projection	1991-008	03/26/91	11/20/91	Approved as modified
50	Oakville Employment Forecast	1991-009	03/26/91	11/05/91	P/A
51	1990 Oakville Transportation Study	1991-010	03/26/91	05/01/92	
52	Official Plan Review - Map Change	1991-011	03/26/91	12/21/92	P/A
53	Official Plan Review - Text Change	1991-012	03/26/91	01/10/92	Approved as modified
54	1990 Municipal Housing Statement	1991-013	03/26/91	05/24/94	
55	Employment Lands - Commercial Space	1991-014	03/26/91	06/24/91	
58	Bob Van deVrande	1991-101	01/28/91	03/04/91	
60	River Oaks Developments Inc.	1991-035	03/19/91	N/A	Denied
61	Markborough Properties	1991-055	03/11/91	04/24/91	
62	Silwell South	1991-066	03/19/91	05/23/91	
63	Fantasy Fruit Market	1991-103	05/13/91	07/15/91	
64	River Oaks Developments Z.1418.4	1991-105	04/22/91	05/22/91	
65	Bayshire Investments	1991-100	05/13/91	06/10/91	
66	Silwell Developments Ltd. South Z.1415.7	1991-137	05/27/91	07/05/91	
67	Silwell Developments Ltd. Z.1413.8	1991-150	06/24/91	10/17/91	
68	Progressive Concrete	1991-237	10/16/91	04/09/92	
69	Cowan Avenue (Kerr Street Streetscape)	1991-250	10/16/91	12/18/92	OMB #0920134 Approved
70	Genstar Corporation WOT	1992-014	01/13/92	02/28/92	
71	Slough Estates Canada Ltd.	1992-012	01/27/92	02/28/92	
72	Oakville Trafalgar Memorial Hospital	1992-072	05/11/92	06/29/92	
74	International Care Corporation	1992-135	07/06/92	08/07/92	
75	Upper Oakville Residents Inc.	1992-137	11/09/92	12/10/92	
76	River Oaks Developments Inc.	1991-103	10/26/92	12/04/92	
77	West Oak Trails - East of Highway 25	1993-146	11/29/93	05/02/94	
78	West Oak Trails - West of Highway 25	1993-147	11/29/93	06/07/94	
80	Medeiros Boat Works	1994-002	02/14/94	04/04/94	

OPA	Project Name	By-law	Approval		Notes
			Council	In Effect Date	
81	L.H.M. McTaggart	1994-030	03/21/94	11/17/94	
82	Silk - Max Tanenbaum Inv. Canada Trust	1995-072	04/24/95	07/13/95	
83	Clearview Plaza (657380 Ontario Ltd.) Kaneff	1994-089	06/13/94	08/10/94	
84	Riggs Road Review	1994-124	10/24/94	12/08/94	
85	Outside Storage	1994-122	09/13/94	08/07/98	OMB #0950035
86	Pen Equity - Phase 1	1994-151	10/24/94	01/12/95	
87	Lapad Inc. (Imperial Oil)	N/A	N/A	01/23/95	OMB #0940193 Approved
88	Metrontario - Central Retail - Silwell Dev. Ltd.	1995-001	01/23/95	03/14/95	
89	Madex Corp.	1995-005	02/06/95	04/03/95	
90	Environmental Open Space	1995-012	02/27/95	03/20/97	Modifications and partial deferral
91	River Oaks Phase 2B - 1	1995-014	02/27/95	04/18/95	
92	Oakdene Developments (River Oaks)	1995-024	02/27/95	04/25/95	
93	Monte Carlo Inn - Shell Canada Products	1995-054	03/27/95	05/15/95	
94	T. Shevchenko Museum & Memorial Park	1995-056	04/10/95	06/13/95	
95	Herald Avenue & Mary Street	1995-078	08/02/95	10/11/95	
96	Riggs Road	1995-149	10/11/95	01/07/96	
97	Pen Equity - Phase 2 Penex (Trafalgar Ltd.)	1995-090	07/04/95	08/17/95	
98	Holding (H) Symbol	1995-148	10/11/95	12/28/95	
99	River Oaks Phase 2C Lands	1996-091	06/10/96	04/29/97	Approved with partial deferral
100	Cooper Corporation - 690737 Ontario Ltd.	1995-127	08/02/95	11/22/95	
101	Firan Corporation	1995-111	01/15/95	02/22/96	
102	657380 Ontario Ltd. - Kaneff Properties	1996-006	01/15/96	02/23/96	
103	Pachelor, Penex, MacOakville, Marchetti	1995-170	11/27/95	02/22/96	
104	Glen Orchard Homes - Genstar	1995-178	11/27/95	02/04/96	
105	Kaneff Properties - South	1995-210	12/11/95	01/23/96	

OPA	Project Name	By-law	Approval		Notes
			Council	In Effect Date	
106	Kaneff Properties - North	1995-212	12/11/95	01/23/96	
107	Stellar Construction Enterprises	1996-002	02/12/96	04/14/96	
108	Heritage Policies	1996-004	02/12/96	08/03/96	
109	Canlan Inv. / Ivy Ridge	1996-001	03/25/96	07/12/96	
110	Sumner Avenue	1996-013	04/10/96	05/31/96	
111	Atlas Van Lines	1996-024	04/29/96	06/28/96	
112	McGowan, Sam & Margaret	1996-027	03/25/96	02/25/97	
113	Baif Developments Ltd. (WOT)	1996-031	04/10/96	05/13/96	
114	Marlborough Court Holdings	1996-043	04/29/96	07/04/96	
115	Canadian General Tower	1996-097	11/25/96	02/24/98	Modified by OMB
116	439967 Ontario Ltd. (R.V. Anderson)	1996-110	08/07/96	10/16/96	
117	Oakville Mississauga Mini Belt - Joshua's Creek	1996-112	09/09/96	11/29/98	Approved with partial deferral
118	Silwell Development Limited	1996-119	06/24/96	08/22/96	
119	Town Initiated - Arterial Commercial	1996-139	11/25/96	08/20/97	
120	657380 Ontario Ltd. - Kaneff Properties	1996-155	10/16/96	12/04/96	
121	Melrose Realty Development	1996-159	10/28/96	01/23/97	
122	Provincial Housing Policies	1996-169	10/28/96	5/20/97	
123	Multi-line Auto Sales & Leasing	1996-189	12/09/96	02/12/97	
124	Town Initiated - CSA, NCC, CCC Shopping Centres	1996-193	11/25/96	02/24/98	Modified by OMB
125	Transportation and Transit Study (1995)	1996-194	10/28/96	08/15/97	
126	Genstar Development Company	1996-200	10/28/96	12/24/96	
127	Elli-Fin Construction Ltd.	1996-237	12/09/96	02/25/97	
128	River Oaks Phase 2B – II	1996-239	12/09/96	01/22/97	
129	822403 & 889344 Ontario Inc.	1997-001	01/13/97	04/03/97	
130	Arkendo Developments Ltd.	1997-007	05/12/97	01/29/98	
131	River Oaks Phase 2B - III	1997-018	07/07/97	08/19/97	

OPA	Project Name	By-law	Approval		Notes
			Council	In Effect Date	
132	Town Initiated - Road Rights-of-Way	1997-030	12/08/97	02/26/98	
133	Bed and Breakfast	1997-041	06/24/97	08/27/97	
134	16 Metre Right-of-Way	1997-069	04/29/97	07/13/97	
135	Third Line Minor Transit Node	1997-097	09/08/97	11/23/97	
136	9th Line Parkway Belt - Winston Park W. Employment Lands	1997-101	10/06/97	06/14/99	Approved with partial deferral
137	Cambridge Leaseholds & Markborough Properties	1998-102	06/22/98	04/28/99	
138	Huttonville Acres Retirement Home	1997-111	06/24/97	08/28/97	
139	Community Improvement Areas – Environment	1998-080	09/28/98	05/02/99	Modified & partially approved
140	Wing Hang - Melrose Developments Inc.	1997-143		01/16/98	OMB Approved - O970097
142	Matam Holdings Inc. - Mattamy Homes	1997-153	10/06/97	11/25/97	
143	Smithkline Beacham Pharma	1997-168	09/22/97	11/13/97	
144	657380 Ontario Ltd. - Kaneff Properties	1997-180	10/06/97	12/04/97	
145	World Custom Homes Inc.	1997-182	10/06/97	12/04/97	
146	Luzar/St. Volodymyr	1997-184	10/06/97	12/04/97	
147	Marek	1998-005	01/27/98	03/19/98	
147	Grygiencza & Zuk	1998-005	01/27/98	03/19/98	
148	Madex Corp.	1997-155	10/06/97	11/26/97	
149	Queenline Developments Inc.	1999-087	05/26/99	08/05/99	
150	Eden Oak Estates Inc. - River Oaks	1998-009	02/23/98	04/16/98	
151	Max Tanenbaum Investments Inc.	1998-015	08/05/98	09/28/98	
152	PenEquity Management Corporation	1998-033	02/09/98	06/18/98	
153	Oakville Golf Range Ltd. Trinison Management	1998-039	02/09/98	04/12/98	
154	Churchill Heights	1998-181	08/05/98	11/24/98	
155	Rotherglen School co Mark Lanigan	1999-056	04/26/99	09/19/99	

OPA	Project Name	By-law	Approval		Notes
			Council	In Effect Date	
156	Melrose Realty Dev. Ltd. Harbour Pointe	1998-085	04/15/98	06/22/98	
157	Bezic Developments Limited	1998-100	06/22/98	08/07/98	
158	Infill Development Town Initiated	1998-115	06/08/98	11/03/98	Modified & approved
159	Metrontario - Silwell Dev. Ltd. - Z1413.10	1998-200	09/28/98	12/14/98	
160	Zenon Environmental Inc.	1998-208	11/09/98	03/09/99	OMB approved
161	Berkshire (Oakville) Ltd.	1998-221	10/14/98	12/14/98	
162	Mattamy - 1026735 Ontario Ltd.	1999-012	02/08/99	04/01/99	
163	Midtown Core Land Use Plan	1999-034	03/29/99	07/04/01	
164	Parks Reclassification	1999-035	06/14/99	07/20/00	
165	Official Plan 5 Year Review	1999-092	07/05/99	12/20/01	
166	5556754 BC Ltd. - Emtias Esmial	1999-093	06/14/99	08/08/99	
167	Tanana Investments	1999-103	07/05/99	08/04/99	
168	Town of Oakville - Policy	1999-126	08/04/99	09/01/99	
169	Stellar Construction	1999-145	10/04/99	10/26/99	
170	439967 Ontario Limited – (RV Anderson)	1999-161	10/13/99	11/06/99	
171	West Oak Trails Phasing	1999-228	11/06/99	01/05/00	
172	Kerr Cowan Business Node – 42.12.F12	1999-212	11/22/99	12/24/99	
173	Berm Buffer Increase	2000-002	02/14/00	08/03/00	
174	Matam Holdings Inc.	2000-016	01/31/00	02/25/00	
175	Weston Consulting Group Inc.	2000-028	02/28/00	03/30/00	
176	World Custom Homes Inc.	2000-032	03/20/00	04/14/00	
177	Bayshire Investments Limited	2000-060 & 2000-061	04/10/00	05/08/00	
178	World Stair Corporation	2000-069	05/08/00	06/06/00	
179	Imasco Enterprises Inc.	2000-072	05/08/00	06/06/00	
180	Parallex	2000-088	06/12/00	07/11/00	
181	Giffels Enterprises Inc.	2000-098	06/12/00	05/09/01	

OPA	Project Name	By-law	Approval		Notes
			Council	In Effect Date	
182	Longboat Development (1986) Corporation	2000-117	06/26/00	07/25/00	
183	Berkshire (Oakville) Ltd.	2000-119	06/26/00	07/25/00	
184	1387263 Ontario Limited – Tepley	2000-126	07/10/00	08/15/00	
185	Trafalgar Senior Homes	2000-128	06/26/00	07/25/00	
186	Zoning By-law Review – Office Uses in Industrial Areas	2000-139	07/10/00	03/02/02	
187	Heritage Review Committee	2000-153	09/06/00	12/05/00	
188	Legend Creek Developments	2000-191	10/03/00	11/21/00	
189	Vermillion Hills Estates Inc.	2000-187	10/16/00	11/15/00	
190	Mattamy Development Company	2000-221	10/16/00	02/16/01	
191	New Province Homes Ltd. (Metrus Development Inc.)	2001-032	04/09/01	05/03/01	
192	547495 Ontario Limited	2000-240	12/12/00	01/11/01	
193	Bronte Community Developments Corporation	2001-076	06/13/01	08/13/01	
194	Zoning By-law Review – Industrial Zones	2001-006	06/13/01	02/26/01	
195	Silwell Developments Limited	2001-043	04/23/01	05/24/01	
196	Seibert Automotive Corporation	2001-057	03/19/01	04/12/01	
197	Anderson Pearson and Palermo Area	2001-068	04/09/01	05/10/01	
198	North of Dundas Street – Highway 5	2001-085	05/29/04	09/12/03	OMB approved
199	Heritage Gate Limited	2001-090	06/13/01	07/13/01	
200	Next Housebuilding (Oakville) Corporation	2001-100	05/14/01	06/07/01	
201	Genstar Titleco Limited	2001-108	05/30/01	06/29/01	
202	Sam-Sor Enterprises	2001-133	08/02/01	08/28/01	
203	Weston Consulting Group Inc.	2001-138	07/09/01	08/08/01	
204	1463804 Ontario Limited – Vic Hadfield Golf Range	2001-153	08/02/01	08/24/01	

OPA	Project Name	By-law	Approval		Notes
			Council	In Effect Date	
205	Bridgenorth Development Corporation	2001-162	09/24/01	10/19/01	
206	Shepherd Road Area	2001-177	09/10/01	10/10/01	
207	Julia Grygencza, Diane Zuk	2001-188	10/22/01	12/20/01	
207	Milan and Ljerka Marek	2001-188	10/22/01	12/20/01	
207	Janko Herak	2001-188	10/22/01	12/20/01	
208	Mattamy Developments (1312200 Ontario Limited)	2001-186	09/24/01	10/17/01	
209	1160659 Ontario Limited – Ennisclare	2001-201	11/12/01	12/14/01	
210	Memorial Gardens (Oakville) Ltd.	2001-203	10/22/01	11/16/01	
211	Daimler Chrysler Canada Inc.	2003-078	07/18/03	07/18/03	
212	Town Initiated – Infill Policy Amendment	2002-060	03/25/02	04/25/02	Appeal withdrawn
213	Fernbrook Homes (Bayshire) Limited	2002-106	05/27/02	06/28/02	
214	Genstar Titleco Limited	2002-120	08/07/02	09/03/02	
215	Andercad Ltd.	2002-157	08/07/02	09/04/02	
216	Glenn Duncan Surbey	2002-159	08/07/02	09/04/02	
218	History Hill (The Abbey Plaza)	2002-185	09/23/02	10/22/02	
219	Shell Canada Products Limited	2002-197	11/11/02	12/11/02	
220	St. Volodymyr Cathedral of the Ukrainian Orthodox Church of Canada	2002-200	10/28/02	11/20/02	
221	Dawn Victoria Homes	2003-007	01/13/03	02/12/03	
222	1293529 Ontario Limited (Monarch/Liptay Partnership)	2002-236		09/12/04	OMB approved
223	Adult Entertainment Establishment	2002-230	12/10/02	01/12/03	
224	Randall Street Development	2003-059	03/24/03	04/23/03	
225	Heritage Crossing	2003-050	04/14/03	05/16/03	
226	Mattamy	2003-052	08/09/03	10/13/03	
227	Burloak Signature Park	2003-001	03/24/03	04/23/03	
228	Palermo Village Center	2003-115	06/23/03	07/23/04	OMB approved

OPA	Project Name	By-law	Approval		Notes
			Council	In Effect Date	
229	Public Participation	2003-070	06/09/03	07/11/03	
230	Kaneff Properties – School Site	2003-072	06/09/03	07/09/03	
231	Bolduc – Parkway Belt Removal	2004-145	10/25/04	11/23/04	Redesignate 3316 DSW to MD1
232	Mattamy – NCA to MD2 – WOT	2003-143	09/08/03	10/13/03	
233	Legend Creek	2003-196	10/20/03	11/21/03	
235	Town of Oakville Public Works Site	2004-098	06/14/04	07/2004	
236	Bronte Community Development	2004-051	11/22/04	12/24/04	Redesignate lands east of Bronte to MD1
237	Bayshire – Church Site to MD2	2004-078	05/25/04	06/24/04	
238	Employment Housekeeping	2004-080	05/25/04	06/24/04	Caretaker Unit
239	Sam Sor - School Site	2005-122	09/26/05	10/21/05	Reorganize land uses S/E of Postmaster and Dundas
240	Silwell Dev.-Tribute Towers	2004-092		03/02/05 Decision #0458	12 storey height on south side of Central Park -OMB approval
241	RRL Burloak Inc.- Burloak	2005-024		04/26/05 Decision #1055	Limited retail uses at N/E corner of Burloak/Wyecroft-OMB approval
242	Daniels Corp. - Sharkey's	2005-083		09/29/05 Decision #2577	68 unit apartment at LRW/Forsythe-OMB approval
243	Palm Place - Bronte	Pending		05/18/06 Decision #1488	300 unit, eight storey apt. on south side of LRW
244	Hamount Investments – IRN School Site	2005-093	09/26/05	10/21/05	Redesignate school site to LD/MD
245	Kaneff – Clearview Commercial Site	2005-115	12/09/05	10/14/05	Increase floor area of NCC site at Winston Churchill/Sheridan Gardens Dr.
246	New Province-Bronte - Place of Worship	2005-127	10/24/05	11/18/05	Redesignate N/E corner of Great Lakes/Nautical to NCC
247	Brcic-Bronte - Lakeshore Townhouses	2005-134	10/11/05	Appealed to OMB- case PL051091	9 MA units on south side of LRW

OPA	Project Name	By-law	Approval		Notes
			Council	In Effect Date	
248	Oak Central - S/W corner Navy/Robinson	2005-190	11/28/05	Appealed to OMB- case PL051268	Redesignate site to MD2-Appealed to OMB
249	I.B.T. Investments - Reynolds St. Apt.	2005-182	11/28/05	12/28/05	5 storey height at N/E corner of Randall/Reynolds
250	Misc. Housekeeping - Town Wide	2006-025	03/07/06	04/05/06	Various amendments to provide consistency in text and mapping with respect to densities
251	N.H.D - MD2 site	2005-162	11/14/05	12/13/05	Redesignatesite west of Postmaster to RMD1 and 48 multiples
252	Town Initiated - Palermo West land uses	2005-183	11/28/05	01/03/06	Clarify MD sites
255	Thornwood Dev.- MA units in Bronte	2006-017	02/13/06	03/10/06	Permit 45uph at S/E corner of Sovereign/Nelson
256	Mattamy - NCC/MD1 site	2006-074	05/08/06	05/15/06	Replace dual designation of NCA/RMD1 with NCA
259	Allison - 3113 Upper Middle Road	2006-178	09/25/06	Not included in this consolidation	Redesignate from PBW to MD
265	Battenway Dev. - Uptown Core.	2006-135	06/26/06	07/28/06	Redesignate to permit 12 storey apt. on Georgian Dr.
266	Maurice Drive Study	2006-129	06/26/06	Appealed to OMB- case PL060689	Redesignate from LD to MD/HD
268	Silwell Dev.- Uptown Core	2006-159	07/11/06	08/14/06	Revise street block configuration between Dundas and Oak Walk Dr.

TABLE 'B' - DEFERRALS

Parts of the Plan approved by Town Council but deferred for further consideration.

Please Note: The deferrals listed below are applicable as of September 30, 2006 but are subject to change pending any future Ministerial decision.

Number	Deferral Name	Figures Affected	Section of the Plan Affected
D2	Ministry of Municipal Affairs and Housing	N/A	Part C, Section 6, Subsections 6.1, 6.4, 6.5
D3	Ministry of Municipal Affairs and Housing	N/A	Part C, Section 9
D5	OPA 90 Environmental/Open Space Policy Review	<ul style="list-style-type: none"> ▪ The Valleylands/Watercourse designation on Figure "F1", the Floodplain designation on Figure "F2" and the Natural Area designation on Figure "EMP.A" only as it affects the lands owned by Morista Developments Ltd., Ivy Ridge Developments Inc. and Pitagora Management Ltd. outlined and labeled D5 on the above identified map figures. 	
D7	OPA 136 – Winston Park West Employment Area	Light Industrial, Natural Area and Parkway Belt designation shown on EMP. E Land use figure as they relate to lands owned by Ontario Realty Corporation and Ontario Hydro.	N/A
D8	Midtown Core	Figure EMP. F Figure EMP. F2	Part E, Section 2, Subsection 2.7.3 insofar as it applies to the lands designated "Natural Area" identified as D8 on Figure EMP. F. Figure EMP. F2 insofar as it applies to the following reference: "Future road classification, alignment, and connection to be subject to detailed design.

TABLE 'C' – REFERRALS TO OMB

Parts of the Plan approved by Town Council but referred to the Ontario Municipal Board for further consideration.

Please Note: The referrals listed below are applicable as of September 30, 2006 but are subject to change pending any future decision by the Ontario Municipal Board.

Number	Referral Name	Figures Affected	Section of the Plan Affected
R1	OPA 194 Employment	Site specific referrals for the following property: By-Ways – Lots 1, 2 and 6, Plan 608	
R2	OPA 163 Midtown Core	Figures B, E, EMP. A, F, F1, F2	Part E, Section 2.1, Subsection b), ix), Part E, Section 2.1, Subsection c), paragraphs i), ii), ix); Part E, Section 2.1, Subsection c), paragraph ix) Part E, Section 2.1, Subsection d) & e) (as existing on March 29, 1999) Part E, Section 2, Subsection 2.7 pertaining specifically to the proposed extension of Iroquois Shore Road and the proposed local road shown in Figure EMP. F through or adjacent to Lots 1, 2 and 6, registered Plan 608 and the associated policies.

PART A INTRODUCTION

1. CONSTITUTIONAL STATEMENT

- 1.1 The Introduction, Part A, together with Figure "A" do not constitute an operative part of this Official Plan.
- 1.2 The following sections: Part B - Goals and Objectives; Part C - General Policies; Part D - Land use Policies; Part E - Community, District and Special Study Area Plans; Part F - Implementation and Interpretation, together with Figures "B", "C", "D", "D1", "E", "F1", "F2", "G", "H1", "H2", "I1", "I2", "J", "K", "L", "M1", "M2", "N", "O", "P", "P1", "P2", "Q", "R", "S", "Emp. A", "Emp. B", "Emp. C", "Emp. D", "Emp. E", "Emp. F", "Emp. F1", and "Emp. F2" and Appendix IV constitute the Official Plan for the Town of Oakville Planning Area.

2. PURPOSE

The Official Plan of the Oakville Planning Area is the principal policy statement regarding the future development of the Town of Oakville. It provides direction for official bodies, private interests, and the community at large to ensure proper coordination of decisions and activities of both the public and private sectors of the community. In particular, it is intended to be a guide for the Council of the Town of Oakville in the exercise of those powers conferred upon it by the *Planning Act*, *The Municipal Act*, and *The Regional Municipality of Halton Act*, which relate to the physical, social, and economic development of the municipality. As such, the Plan provides the framework within which the Council will carry out successive and more detailed steps in the planning process as it applies to the area.

3. GENERAL AIMS AND APPROACH

The aim of this Plan is to establish, in general terms, a pattern of physical development concerning land use, density of population, community organization, development phasing, and major roads. The Plan is intended to ensure the health, safety, convenience, and welfare of the townspeople through the promotion of controlled and orderly physical, social, and economic growth as opposed to premature and haphazard urbanization.

In pursuit of this goal, it is intended that the Town:

- a) Guide the use land to promote balance within the community by reserving areas for residential use, farming, parks and open space, and various commercial and employment purposes, and in some cases, mixed uses.
- b) Curb the misuse of land so that it will not injuriously affect the interests of the community by directing and coordinating the subdivision of properties, and by establishing and preserving standards for the occupancy of lands and buildings.
- c) Regulate the phasing of urbanization by establishing policies to encourage development in a logical sequence.
- d) Allow for the reuse of land by more appropriate current uses through redevelopment, clearance of obsolete buildings and their replacement with new land uses.

4. JURISDICTIONS

Many of the proposals illustrated are actually the responsibility of other government agencies and are shown here as part of the context of the Plan. The Town will cooperate in their implementation and coordinate its efforts with those of such agencies. Changes that require adjustments to this Plan should ideally be made only after consultation with and approval by the Municipality.

5. EFFECT AND DURATION

- 5.1 No by-law may be passed, and no public work undertaken by the Town which conflicts with this Plan. In fact, the capital works program and resulting Capital Budget must be developed concurrently with land use controls and directed toward the objectives of the Plan.
- 5.2 The policies of this Plan are directed toward a state of development that is possible in the next 20 years, however, complete development of the urban area is not demanded nor anticipated by the year 2016.

6. REGIONAL SETTING

The Town of Oakville is an Area Municipality within the Regional Municipality of Halton and is part of an area of almost continuous urbanization from the Niagara Frontier to Oshawa and beyond. Within this

area, which is the economic core of Ontario, the Planning Area occupies a strategic position on the north shore of Lake Ontario between Toronto and Hamilton. Some 20 major urban centers are located within 160 kilometres of Oakville, foremost among these are Toronto, Hamilton, London and Buffalo. The Planning Area itself is located some 35 kilometres from Toronto in the east, and 29 kilometres from Hamilton in the west. It is approximately 14 kilometres in width, 11 kilometres in depth, and is 14,165 hectares in area.

The *Regional Municipality of Halton Act* requires that every Official Plan and every by-law passed under Section 35 of the *Planning Act* or a predecessor thereof, then in effect in the Planning Area affected thereby, shall be amended forthwith to conform therewith; and no Official Plan of a subsidiary planning area shall be approved that does not conform therewith. Where policies of the Regional Plan conflict with this Plan, the Regional Plan shall prevail.

7. PLAN CONCEPT

The Plan is intended to enhance the quality of life and to provide for and to promote identify and vitality in the Oakville environment by providing for a settlement pattern which:

- protects and enhances its natural heritage/open space areas;
- offers a variety of living styles;
- enjoys optimum open space and recreation facilities;
- is supported by ample and diverse employment opportunities and adequate tax base;
- caters to its own needs for commercial and cultural services to the maximum extent possible consistent with its regional location;
- recognizes and protects existing residents and communities by ensuring that new development is compatible with and complements existing land uses;
- and does so:
 - by adopting an environment first philosophy,
 - by promoting a sustainable community concept,

- by planning for and managing growth,
- by promoting a live-work community with mixed use development,
- by including public participation in planning,
- with full urban services,
- at a rate and in a sequence within the economic means of the municipality,
- with respect for the quality of life in both new and established neighbourhoods.

8. MUNICIPAL ORGANIZATION

Oakville is an urban municipality whose separate identity is partly defined by three key open space features:

- 1) South – Lake Ontario.
- 2) North – A portion of the Parkway Belt which includes Highway 407 and an open space area.
- 3) West – A portion of the Parkway Belt which includes the Bronte Creek Provincial Park.

Other significant features which define Oakville's municipal structure take the form of major natural and man-made assets to development:

- 1) The Sixteen Mile Creek which bisects the Town in a north-south direction with a steep wide well-treed valley.
- 2) Bronte Creek, Fourteen Mile Creek and Joshua's Creek which also form north-south corridors through the western and eastern portions of the Town respectively.
- 3) The QEW/rail corridor that crosses the Town in an east-west direction.
- 4) The Highway 407 corridor, which crosses the Town in an east-west direction.

Three major Business Districts serve as focal points for the development of the community:

- 1) Downtown Oakville Central Business District at Lakeshore Road and Trafalgar Roads, the historic downtown.
- 2) Midtown Core generally bound by the Sixteen Mile Creek valley, the Morrison-Wedgewood diversion Channel, Eighth Line and Cornwall Road.
- 3) Uptown Core located at Dundas Street and Trafalgar Road.

In addition to these major organizing features, the Town's well defined system of natural heritage features including watercourses and streams, environmentally sensitive areas and woodlands and its road network provide a framework for the organization of the various residential and employment areas as follows:

- 1) Employment Areas – These areas are located along the provincial highways on both sides of the QEW through the middle of Oakville, on either side of Bronte Road, the south side of Highway 407 in north Oakville and on either side of Highway 403 in east Oakville.
- 2) Residential Areas – The residential areas are organized into communities for planning purposes and each community has a focus for shopping, parks, schools, and other public facilities.

PART B GOALS AND OBJECTIVES

INTRODUCTION

The Goals and Objectives contained in this Plan are in part Oakville's response to and implementation of Regional Goals and Objectives. It is recognized in the Regional Plan that the Oakville Official Plan will deal with local matters in a more comprehensive manner, and that the Regional Plan is directed towards broad strategic matters primarily of Regional concern.

1. MUNICIPAL STRUCTURE

Goals

- To preserve the identity, character, and environment of Oakville.
- To adopt an ecosystem approach to urban and rural land use.

Objectives

- To protect the natural environment and to promote a visual appearance in the built environment in sympathy with the natural landscape.
- To protect rural areas from premature urbanization and safeguard their farming capability.
- To preserve the identity and character of Oakville's family of existing and new communities.
- To enhance the adequate interaction between communities and business centres within the Town by overcoming the natural barriers and the man-made barriers.
- To maintain the viability of the Central Business District and allow for new opportunities for business growth by the establishment of a new Uptown Business Core.

- To develop centres of retail, service, social, and educational facilities as a focus for each community.
- To provide for the physical interaction between communities and the interconnection of employment, shopping, and cultural facilities.
- To maintain distinctive and clearly defined municipal boundaries.
- To encourage land use development practices which result in efficient, economically viable, sustainable and environmentally sound land use settlement patterns.
- To implement an ecosystem approach to planning and development which minimizes the disruption of natural resources while ensuring the long-term health of the natural, social and economic systems which meets the needs of the present without compromising the needs of future generations.

2. POPULATION AND HOUSING

Goal

- To continue to support the provision of a full range of housing in Oakville that is consistent with the existing community character and the demands of future demographic trends and individual accommodation preferences.

Objectives

- To provide for housing that is affordable to the households of Oakville.
- To provide access to housing for traditional households as well as special needs households.
- To establish and monitor an overall housing mix for the Town.
- To ensure that a full range of housing types, lot sizes, and types of tenure are available to meet anticipated housing demands.
- To facilitate the provision of private and public housing which qualifies for financial assistance from other levels of

government, where considered advantageous to the Town of Oakville.

- To ensure that the existing housing stock is maintained at an acceptable level of quality.
- To ensure that new residential development is generally compatible with adjacent existing development patterns and designed to maximize its compatibility with other land uses.

3. EMPLOYMENT

Goal

- To provide a balance of job opportunities for the existing and future resident labour force of Oakville.

Objectives

- To encourage a diversification of employment opportunities.
- To encourage an expansion of equal employment opportunities for the resident labour force.
- To plan for the adequate provision of properly located serviced land for the Town's employment needs.
- To work with the Region of Halton in promoting the business opportunities in Oakville to potential investors.
- To ensure that the impact of the new employment development on adjacent residential development is minimized.

4. PHASING

Goal

- To phase development thereby creating a compact, orderly, urban form.

Objectives

- To encourage growth in industrial and commercial assessment so as to maintain a desirable ratio of such assessment to

residential assessment, and so as to maintain an acceptable tax burden for the citizens of Oakville.

- To ensure that new communities are developed with regard to timing of development, logical geographical sequence, and land use balance.
- To minimize the time that each individual community is only partially supplied with a full range of urban services.
- To provide an urban form that is consistent with energy and resource conservation.
- To avoid indiscriminate rural residential development.
- To provide for the efficient and economic use of the existing urban infrastructure.

5. FINANCE

Goal

- To ensure that the costs of new development are equitably distributed.

Objectives

- To control the rate and mix of growth so that municipal costs are maintained within acceptable limits.
- To coordinate planning and budgeting of capital works.
- To generally ensure that the costs of facilities required for new development do not unfairly burden existing residents.
- To locate new development with a view to minimizing servicing costs.
- To strive for an assessment ratio of 80% residential and 20% non-residential.

6. URBAN AESTHETICS

Goal

- To encourage excellence in building and landscape design in sympathy with the distinct character of existing communities and with the natural features of the landscape.

Objectives

- To exercise development control to achieve a consistently high standard of building design, siting, massing, and landscaping.
- To control and regulate building and site design so as to avoid conflicts with adjoining uses.
- To provide a policy guide for the Town's Site Plan Control process.

7. HERITAGE RESOURCE CONSERVATION

Goal

- To preserve the heritage of such resources as archaeological sites, buildings, and structures of historic and/or architectural significance, value, or interest.

Objectives

- To encourage growth and development patterns which promote the protection and sympathetic treatment and use of heritage resources.
- To ensure that all avenues for the conservation of a heritage resource be explored.
- To integrate structures of historic and/or architectural significance into development proposals where appropriate.

8. GREENLANDS

Goals

- To create a greenlands system of parkland, open spaces and natural areas which preserves the integrity of the natural environment, enhances urban form, improves the quality of life and provides for a diversity of recreational opportunities while minimizing disruption of natural features.
- To provide opportunities for a diversity of active and passive recreational pursuits that acknowledge a diversity of ages, cultures and abilities.
- To facilitate access to publicly-owned parks and recreational facilities for individuals of varying ages and recreational abilities.
- To improve the quality of the natural environment by taking proactive measures to protect and enhance the quality and integrity of ecosystems, and natural processes including air, water, land, and biota; and, where quality and integrity have been diminished, to promote the restoration or remediation to healthy conditions where appropriate.
- To promote ecosystem health which requires the protection, maintenance, restoration and enhancement of natural ecological processes, native species, significant natural features, biological diversity, wildlife habitat and protection of irreplaceable natural resources.
- To identify areas of constraints to development such as flooding and slope instability.
- To adopt the principles of clean, green, usable, diverse, open, accessible, connected, affordable and attractive with respect to development along the Oakville Waterfront as identified by the Royal Commission on the Future of the Toronto Waterfront (Final Report, 1992).
- To recognize the waterfront as a valuable public asset.

Objectives

Parkland

- To create a system of municipal parks and open spaces that provides a continuous network of lands to link, as much as practical, natural areas, regional and provincial open space systems and the waterfront.
- To provide for the establishment of a comprehensive trails and cycleways system.
- To establish a hierarchy of parks which provide a range of uses and facilities appropriate for each park category.
- To promote the development of integrated sports complexes such as sport fields, arenas, gyms, community centres, and pools located close to shopping, transit and other suitable areas that may form community centres or activity nodes.
- To provide for passive as well as active recreational opportunities.

Natural Areas

- To identify and protect areas that have a high natural value; perform important ecological functions; have high biological value; contribute to ecosystem linkages; provide significant wildlife habitat; or represent the range of natural landscape types that characterize the Town of Oakville.
- To reduce or eliminate adverse impacts to existing natural features due to day-to-day human activities where appropriate.
- To rehabilitate natural features that have become degraded by urban influences in order to sustain a diversity of native plant and wildlife species.
- To identify opportunities for restoration of natural conditions in areas that have not been maintained in a natural condition such as valleylands, parkland adjacent to natural features and natural corridors and greenways, and to encourage the naturalization of these areas.
- To identify appropriate land use controls, including prohibition of new development, and effective mitigating measures as a

requirement for development within areas prone to flooding and erosion.

- To recognize the policies and guidelines of regional, provincial and federal agencies with respect to natural features including provincially and regionally significant wetlands, Areas of Natural and Scientific Interest (ANSI), regionally significant Environmentally Sensitive Areas (ESA), woodlands, natural corridors, wildlife habitat, Flood Plains, and hazard lands.
- To protect the long-term ecological integrity of wetlands, Areas of Natural and Scientific Interest, Environmentally Sensitive Areas, wildlife habitat, ravines, woodlands and watercourses and other natural areas from adjoining incompatible uses.
- To identify and assess the value of natural area linkages taking into account their inter-dependency with natural areas; the ecological function and role they perform in providing wildlife habitat and species diversity; and their potential role in a greenways system.
- To develop policies for the acquisition of significant natural features.
- To promote opportunities for scientific, recreational and educational use of natural features in a manner that does not diminish or impair ecological integrity.

Waterfront

- To increase recreational opportunities at the Lake Ontario waterfront.
- To increase public access to and views of the lake.
- To maintain and enhance the natural character of the shoreline.
- To maintain the long-term integrity of shorelines through the preservation and restoration of natural shoreline features and shoreline processes and enhance fish and wildlife habitat along the waterfront.
- To continue to acquire waterfront parkland.

9. ENVIRONMENTAL MANAGEMENT

Goals

- To promote an attitude of environmental responsibility and leadership of environmental protection within the Town of Oakville.
- To reduce the risk associated with the contamination of water and land through its role as a development approval agency.
- To develop mechanisms to prevent, minimize or mitigate adverse effects of development on the environment by promoting energy conservation, stormwater management, carbon dioxide emission control, other hazardous gaseous emissions control, and waste management.
- To promote energy conservation and efficiency in the Town through built form, urban design and building standards.
- To identify various constraints to development such as noise and to identify effective mitigating measures as a requirement for development.
- To preserve and enhance the level and quality of tree cover within developed areas of the Town and optimize the use of native species in order to develop a healthy urban forest.
- To maintain the natural drainage system in Oakville, the natural base flow of major watercourses and the quality of ground and surface water systems.
- To meet or exceed the Province's waste diversion/reduction targets.
- To support the concept of water conservation.

Objectives

Environmental Stewardship

- During development, ensure that opportunity is taken to maintain the quality of air, land, water, and biota; maintain the biodiversity

compatible with indigenous natural systems; and maintain the integrity of ecosystem linkages.

- To provide a role model to business and individuals in Oakville by adopting and promoting environmentally responsible practices in all municipal departments.
- To encourage private stewardship of natural features by private individuals and landowners.
- To implement sustainable environmental management practices for municipal operations.

Contaminated Soils

- To ensure that development takes place on sites that are safe from soil contamination.
- To ensure that decommissioning and cleanup of contaminated sites is completed in an environmentally acceptable manner.
- To ensure that the placement of fill or excavated materials on land or in Lake Ontario does not contribute to soil or water contamination.
- To develop municipal operating guidelines for the handling of potentially contaminating substances and to develop contingency measures in case of a spill.

Urban Forests

- To develop an Urban Forestry Green Plan which will promote reforestation and replacement of Oakville's aging urban forest.
- To increase the amount of urban forest on road rights-of-way.
- To promote the use of native plant species on municipal-owned and managed properties and as street plantings.
- To encourage land developers, businesses and individuals to maintain and preserve native tree species.
- To encourage naturalization throughout the Town.

Air Quality

- To enhance air quality in the Town by reducing air pollution.
- To promote and encourage the use of public transit, car pooling and other means of transportation to reduce vehicular emissions of carbon dioxide.
- To promote and encourage the planting of trees as a means of reducing carbon dioxide.
- To cooperate with Halton Region and the Ministry of Environment and Energy in setting targets for the reduction of carbon dioxide emissions and other hazardous gaseous emissions.
- To regulate land uses which may produce inappropriate air borne emissions containing particulate or odours that may have a negative effect on adjacent uses.

Water Quality and Quantity

- To preserve, maintain and enhance watercourses in their natural state where appropriate.
- To maintain and protect the quality of ground water.
- To identify ground water recharge and discharge areas.
- To encourage on-site infiltration in order to minimize surface water run-off, to mitigate the reduction in ground water recharge from increased hard surfaces; and to maintain surface water quality within provincial guidelines.
- To continue to cooperate with the Conservation Authorities in developing procedures for watershed and sub-watershed studies.
- To promote household water conservation and promote household initiatives which contribute to water quality in cooperation with Halton Region and the Conservation Authorities.

Waste Management

- To encourage and promote composting by all households.

- To encourage residents, businesses and institutions to increase their reduction, reuse and recycling of waste materials.
- To work with the Region of Halton to develop measures and procedures to reduce organic, construction and hazardous wastes going to the landfill and encourage senior governments to approve legislation on reduced product packaging.

Energy Conservation

- To encourage, where appropriate, building design and orientation to be energy efficient.
- To encourage urban forms and community design which decreases dependence on private automobiles and increases opportunities for public transit, pedestrian walkways, and cycleways.
- To encourage and support initiatives for increased GO train service and other inter-municipal transportation linkages.
- To promote and encourage the planting of trees for shade to reduce energy consumption.
- To promote and encourage the use of non-auto travel and car pooling.

Noise

- To encourage appropriate industries and other high noise generating uses to locate in non-noise sensitive areas while discouraging residential and other sensitive land uses from locating near such areas.
- Residential development adjacent to provincial highways, arterial roads and railroads shall have regard for noise reduction measures.

10. SOCIAL DEVELOPMENT

Goal

- To enhance the quality of life for all residents of Oakville by ensuring that adequate consideration of social needs is an integral part of the planning process.

Objectives

- To ensure that adequate land is available for community service facilities.
- To ensure that planning for community services is given adequate consideration in the growth of Oakville.

11. TRANSPORTATION

Goals

- To develop a transportation system that promotes the safe, efficient, and convenient movement of people and goods.
- To recognize cycling as a viable alternative to other modes of transportation, and to encourage cycling as an alternative means of commuting as well as for leisure and recreational purposes.

Objectives

- To provide accessibility to all major areas of employment, commerce, shopping, recreation, and institutional activity.
- To provide a transportation system which encourages convenient movement within the Town as well as providing external linkages with the overall Regional and Provincial transportation system.
- To provide a transportation system which is compatible with its surrounding man-made and natural environment.
- To provide a transportation system and land use pattern which can be easily and economically serviced by public transit.

- To guide development and transportation services so that energy consumption is held to a minimum.
- To provide an efficient system of pathways for pedestrians and non-motorized vehicles.
- To provide a public transit system with services to special groups.
- To develop a safe, convenient and efficient network of bicycle paths linking all communities of the Town as well as linking neighbouring municipalities.
- To ensure provision is made where appropriate for adequate facilities for bicycle parking in new developments.

12. AGRICULTURE

Goal

- To maintain a permanent reserve of agricultural land in Oakville for the period of this Plan.

Objectives

- To preserve prime agricultural soils.
- To protect farmland from activities and land uses which could limit productivity or efficiency.
- To reduce the fragmentation of agricultural lands especially by non-agricultural uses.

13. COMMUNITY IMPROVEMENT

Goal

- To encourage improvement and rehabilitation of older areas of the community in a coordinated manner.

Objectives

- To ensure that private investment and public expenditures are considered within the context of an overall improvement plan.

- To coordinate the application of municipal by-laws and planning policies to achieve a comprehensive result.
- To improve the property and business tax base in commercial areas by upgrading the urban infrastructure and stimulating private investment.

14. PUBLIC INPUT

Goal

- To obtain public and agency input on planning and development matters.

Objectives

- To provide for effective notice procedures to promote public awareness.
- To design consultation processes that enable the public to participate in key stages of the planning process including Official Plan Reviews, Secondary Plans, and similar major planning studies. This consultation process may result in the establishment of a stakeholder's advisory committee.
- To strive for balanced representation in all consultation processes.
- To encourage developers to consult with the public prior to submitting a development application that may generate public interest.

PART C GENERAL POLICIES

1. POPULATION AND DENSITY

- 1.1 The Urban Area designated by this Plan shall be considered to be sufficient to accommodate a population of 215,000 people; however, the accommodation of 215,000 people by the end of the Plan period, the year 2016, shall be considered to be flexible and therefore, attainment of full development of the urban area shall be subject to the usual economic forces which shall be the main deciding factor.
- 1.2 The projected population by the end of the Plan period is 215,000. The population of the Town shall be monitored as actual population data becomes available and adjustments will be made to the projected Oakville population whenever warranted.
- 1.3 The projected growth in the Town's population is as follows:

2001	2011	2016
146,000	185,000	215,000

- 1.4 For the purpose of this Plan, mature state Average Unit Occupancy Factors are as follows:

2001	2011	2016
2.91	2.86	2.87

- 1.5 For the purpose of this Plan, the mature state Average Unit Occupancy Factor by type of housing is as follows:

Single Detached Units	3.0
Semi-Detached Units	3.0
Multiple Attached Units	2.8
Apartment Units	1.8

- 1.6 The capacity and density of population for existing communities shall be as follows:

COMMUNITIES	OFFICIAL PLAN POPULATION CAPACITY (PERSONS)
Bronte	33,000
Old Oakville	20,000
Eastlake	11,000
College Park	13,000
Iroquois Ridge South	7,000
Iroquois Ridge North	16,000
River Oaks	16,600
Glen Abbey	23,000
Clearview	6,000
West Oak Trails	32,400
Uptown Core	5,000
Mid-Town Core	3,600
Palermo West	3,200
Palermo Village Centre	5,200
North of Dundas Street ³	55,000
TOTAL ²	250,000

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2 ----- Estimated population at buildout.

3----- No population shown for the Parkway Belt area north of Highway 407.

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- 1.7 Community population and densities may vary by 5% without amendment to this Plan.

2. PHASING AND GROWTH

2.1 GENERAL POLICIES

- a) Urban residential uses shall be permitted only with full urban services including sewer, water, and roads.
- b) The timing of development will be based on regulation of geographical sequence and balance so that there can be:
 - i) logical extension of primary urban services such as water, sewer and roads;
 - ii) preservation of desirable ratio of residential to commercial and employment assessment and of an acceptable current budget.
- c) Primary emphasis will be on development of the designated urban area to:
 - i) ensure the provision of primary urban services on a financially viable basis;
 - ii) maximize the efficient utilization of the existing transportation system;
 - iii) maintain a compact, orderly urban form or pattern;
 - iv) This will be done:
 - by holding development to a pace at which parks, schools, and utilities can be made available as the need arises;
 - by developing communities and/or neighbourhoods more or less as fully functioning entities before development begins in other areas, and by ensuring that particular types of development do not occur more rapidly than others to the point where the character of the community is sharply altered;

- by giving priority to development in areas where access to employment, commercial services, and public facilities already exists, or can be most readily provided.
- d) In the Phases 2 and 3 areas on Figure "C", the phasing of growth may be reconsidered at any time in accordance with the policies of Clauses (b), (c), and (d) above, or in the development of Community Plans. In no case will one owner or group of owners be allowed to unreasonably delay the normal progression of residential growth; however, changes in the phasing sequence must be made by amendment to this Plan.
- e) The phasing plan shown in Figure "C" is indicative of the sequencing of urban growth; however, the completion of full development of the Urban Area is neither demanded nor anticipated by this Plan.
- f) Notwithstanding the policies set out in this section, industrial development may be permitted within the urban area without reference to any phasing policies subject to the availability of suitable urban infrastructure such as water, sanitary sewers, fire protection, and transportation.
- g) Notwithstanding the policies set out in this Plan, Public Parkland uses may be located anywhere in the municipality without regard to any phasing policies subject to, if necessary, the availability of suitable services such as water, sewage treatment, and transportation.

2.2 PHASE 2 - URBAN AREA POLICIES

It is not intended that urban development will take place within the Urban Area Phase 2 until the Urban Area Phase 1 has been developed to 75% of its maximum net developable area.¹

2.2.1 GENERAL POLICIES

- a) The sub-phasing of the Phase 2 lands in each community, River Oaks, Iroquois Ridge North, Uptown Business Core, and West Oak Trails, is independent of each other.

¹The term "developed" in the context of Policy 2.2 shall be interpreted as meaning the registration of plans of subdivision. The term "net developable area" relates to the area definitions in Part F, Section 2.8 of this Plan.

2.2.2 WEST OAK TRAILS

- a) The phases of development in West Oak Trails are shown on Figure D1. Development will occur in the following sequence: A, B, and C.
- b) The provision of Municipal, Regional, Educational and Provincial services and infrastructure will be in accordance with the phasing policies of this Plan. The phasing will be established so as to ensure an orderly pattern of development in accordance with the objectives and policies of this Plan and the fiscal priorities of the Town of Oakville, Region of Halton, School Boards and the availability of appropriate provincial funding and infrastructure improvements.

Phasing will also ensure that the collector road system is installed and that servicing capacity is reserved for schools. Also, public transit service shall be in place in each phase before proceeding to the next phase.

- c) Development may not proceed into the next phase until 50% of the net developable area of the previous phase within West Oak Trails is completed. Completed means registration of plans of subdivision.
- d) The phasing has been designed to permit the development of key road links in early phases. If collector road links are not in place, then development may not proceed unless the proponent provides a traffic study that is satisfactory to the Town. In this regard, the north-south major collector west of Third Line (Postmaster Drive or Street D) linking Upper Middle Road to Dundas Street shall be completed in conjunction with the first phase of the abutting lands. Further, West Oak Trails Boulevard (Street B) must be extended continuously to Bronte Road from east to west before development of abutting lands takes place. Abutting lands shall be interpreted to mean lands within 300 metres of the roadway.
- e) In no case will one owner or group of owners be allowed to unreasonably delay the normal progression of residential growth.
- f) Minor changes to the boundaries or sequencing of the urban phasing areas may be made subject to consultation with relevant agencies and the public. All changes will be consistent with the criteria for phasing noted above. Approval of minor changes will be at the discretion of Council.

2.2.3 IROQUOIS RIDGE NORTH, AND UPTOWN BUSINESS CORE

- a) The sub-phasing of the Phase 2 lands in the communities on the east side of Sixteen Mile Creek is shown on Figure "D". Development may not proceed into the next sub-phase until 50% of the residential area of the previous sub-phase within that community or district is completed. Also, 50% of the units of each housing type in the sub-phase must be committed before registration of plans of subdivision and committed means building permit issued. The above-noted requirement for 50% commitment of the units of each housing type, in each sub-phase does not apply to any of the sub-phases within the Uptown Business Core.
- b) The sub-phasing has been designed to permit the development of key road links in early sub-phases. If collector road links are not in place, then the next sub-phase may not proceed unless the proponent provides a traffic study that is satisfactory to the Town.
- c) Iroquois Ridge North District
 - i) In Phase 2A
 - Grand Boulevard north to the separate school site shall be completed before moving to Phase 2B.
 - ii) In Phase 2B
 - Grand Boulevard from Trafalgar Road to 50 metres east of Eighth Line shall be completed before moving to Phase 2C.
 - iii) In Phase 2C
 - Grand Boulevard from Eighth Line to the separate school site,
 - North-south collector road in Phase 2C lands (Street D) shall be completed before moving to Phase 2D.
- d) Uptown Core

The phasing is detailed in the Community Plan for the Uptown Core in Part E of this Plan. Notwithstanding the policies for the phasing of the Uptown Core outlined in Part E, the lands east of Trafalgar Road on the north and south side of the east-west arterial road may be developed as part of Phase 2A as illustrated on Figure "D".

Notwithstanding Subsection 2.2.3 a), Phase 2C of the Uptown Core may proceed to development once 50% of the abutting Phase 2A land to the south and west is registered.

2.3 PHASE 3 – URBAN AREA POLICIES

Prior to the commencement of residential development within Urban Area Phase 3, a minimum of 75% of the net developable area within the Urban Area Phase 2 shall be within registered plans of subdivision. For the purposes of this section, net developable area shall mean the net developable residential area within the Phase 2 area.

2.3.1 GENERAL POLICIES

Prior to development occurring within any employment district or residential community within the Phase 3 area, the following must be completed to the satisfaction of the following agencies:

Town of Oakville

- a) A review of the population and employment targets for North Oakville, to reflect the natural heritage system and the Trafalgar Moraine identified through the subwatershed characterization studies. Such a review may result in the need to amend the Plan, and such an amendment shall be adopted by Council *concurrent with the secondary plan(s) approval process*.
- b) An amendment to the Official Plan *concurrent with the secondary plan(s) approval process*, to reflect the results of any secondary plan background or any other studies of all or a portion of the area, which are deemed by the Town to have implications for the general development of North Oakville. Specifically, it is anticipated that the Plan will be amended to reflect the results of the subwatershed characterization studies and the study of the Trafalgar Moraine, and any required special study of linkages.

Approval of a secondary Plan(s) developed with detailed public participation throughout the study process and based on detailed background studies including:

1. Infrastructure staging plan as defined by the Region of Halton and additional servicing studies as required by the Town.

2. associated subwatershed plan(s) with natural features study component including consideration of the Trafalgar Moraine (a preliminary identification of the area of the Moraine is delineated on the map in Part F Appendix IV, for reference purposes only, the actual area of the Moraine, which may be larger or smaller than that identified on the map, will be determined through a specific analysis as required by Section 2.3.1.a) 7) and Buttonbush Thicket Swamp in accordance with the policies of Part C, Section 10.5 and the requirements of Part F, Appendix II to this Plan;
3. transportation and traffic study(ies);
4. market study(ies);
5. financial impact analysis, *including among other matters an analysis of the cost of the early implementation of transit*, and approval of development charges by-law;
6. urban design study(ies) including a specific review of the development form abutting Dundas Street, Trafalgar Road and Burnhamthorpe Road East and West with respect to use, character and compatibility issues, so as to, among other matters, discourage strip commercial development.
7. with respect to the Trafalgar Moraine (a preliminary identification of the area of the Moraine is delineated on the map in Part F Appendix IV, for reference purposes only, the actual area of the Moraine, which may be larger or smaller than that identified on the map, will be determined through the specific analysis required by this section), a study of the hydrological significance and features associated with the moraine physiography, and its constraint on development.
8. with respect to linkages, upon completion of the subwatershed characterization studies, where deemed necessary by the Town, a further special study may be carried out with the intent of refining the function and extent of the linkage component of the natural heritage/open space system.

9. the completion of the Planning Authorities Interagency Review.

Region of Halton

Approval by Regional Council of a financial and implementation plan, including financial commitments by the private development sector to absorb its share of the cost of the provision of the necessary infrastructure. The financial and implementation plan shall be based on:

1. an adopted secondary plan(s)
2. an Infrastructure Staging Plan including master plans in accordance with the Provincial Class Environmental Assessment process for the provision of water, wastewater and major transportation services;
3. approval of applicable development charges by-laws.

3. HOUSING

- 3.1 Oakville will foster the development of balanced residential communities by ensuring the provision of a wide variety of dwelling units differing in terms of density, size, tenure and price.
- 3.2 The recommended housing mix by type is outlined below by time period. These percentage figures will be subject to review at least every five years, as well as annual monitoring. The achievement of specific numbers of housing units by type and year are not demanded by this Plan provided the overall proportions in the following chart are generally adhered to and reported to Council:

TIME PERIOD	LOW DENSITY	MEDIUM DENSITY	HIGH DENSITY
1996-2001	69%	17%	14%

- 3.3 Oakville will require a minimum of 25% of the total of all new residential construction will be in forms that would be affordable to households of low and moderate income.
- 3.4 Oakville will support the development of housing for people with special needs, including assisted housing for low income people, seniors housing and supportive housing.

- 3.5 Oakville will examine the applicability of current housing programs of all levels of government and will seek to utilize those programs which meet Oakville's housing objectives.
- 3.6 Housing development will be permitted commensurate with the capability of Oakville and the Region of Halton to provide essential public services at a level considered acceptable by Oakville Council and the Region of Halton Council.
- 3.7 Oakville will encourage the equitable distribution of assisted housing throughout the Town. This policy is not intended to prohibit the development of assisted housing.
- 3.8 Oakville will encourage the development of innovative residential housing which contributes to energy, natural resource conservation, and affordability.
- 3.9 The Town recognizes the Regional Official Plan policies regarding housing.
- 3.10 Oakville will seek to encourage a proper balance between rental and ownership housing in the Town. In this regard, the conversion of existing rental accommodation to condominium or other forms of ownership shall generally be discouraged when the number of rental units falls below the following targets:

TIME PERIOD	OWNERSHIP	RENTAL
1996-2001	75%	25%

- 3.11 Oakville will ensure that sufficient land is available for housing by having a three-year supply of draft approved and registered lots and blocks at all times.
- 3.12 As a method of creating a range of opportunities for providing additional affordable housing, Oakville supports residential intensification within the Town.

The Town will encourage the creation of a more compact and integrated urban form in newly developing commercial areas such as the Uptown Core and the intensification of residential uses in sub-regional and community shopping centres.

- 3.13 The Town will ensure that development is complementary to and integrates with an existing neighbourhood by having regard to natural

vegetation, lot frontages and areas, building height, coverage, mass, setbacks, privacy and overview.

4. EMPLOYMENT

4.1 It is a policy of the Town of Oakville to:

- a) achieve a balance both in type and quantity between local employment opportunities and the resident labour force;
- b) actively encourage a diversification of employment opportunities in Oakville;
- c) encourage the growth of industrial commercial assessment;
- d) work with the Region of Halton Business Development Department to encourage business growth in Oakville.

4.2 In order to achieve the above policies, the Town will:

- a) seek to ensure that sufficient serviced land will be provided for anticipated employment development;
- b) designate business areas suitable for office development with particular regard to the provision of public transit, shopping, and complementary activities to increase the potential for attracting office development;
- c) designate sufficient retail development areas to ensure that the majority of retail needs of residents will be satisfied within Oakville;
- d) adopt as a basis of this Plan a goal of employment consistent with the Regional Municipality of Halton Official Plan as follows:

EMPLOYMENT	2001	2011	2016
	65,000	78,000	95,700

4.3 The Town may also:

- a) prepare secondary plans for new employment districts in advance of expected development;
- b) encourage redevelopment and revitalization plans and programs in the Central Business District and community shopping areas.

- 4.4 The population and employment figures contained in this Plan are indicative of the general relationship to be maintained between employment and residential growth, while these figures may be used to keep residential growth in balance with that of employment, it is not intended that they be used to discourage or delay employment growth.

5. TRANSPORTATION

5.1 ROADS POLICIES

- a) The major road networks existing and proposed are shown on the Transportation Figure "E". This map, together with the following Table 1, will be the basis for the provision of roads, right-of-way widths and access control within the Town of Oakville.
- b) It is Council's intention that where entirely new roads are to be constructed, other than in a plan of subdivision, that such construction will be preceded by an environmental assessment, a public meeting, and a Council resolution in support of such action.

It is Council's intention that where the class and function of an existing road is to be changed to a more intense use, such changes shall require a current functional study, a public meeting, and an amendment to the Official Plan.

- c) The expansion of any minor arterial, major collector, collector, or local road beyond a maximum of three lanes but within the right-of-width shown in Table 1, shall require a public meeting and a specific Council resolution in support thereof, wherever such roads are located within or abut low density residential areas. This policy shall not apply to Burloak Drive or Winston Churchill Boulevard.
- d) Road Classification and Rights-of-Way, as well as locations shown in the Urban Area Phases 2 and 3 of new communities north of Upper Middle Road, may be subject to further refinement by way of Community Plans.
- e) Specific lane requirements will be related to traffic demand and other planning considerations. The actual lane requirements of individual roads and precise alignment of entirely new roadway sections will be determined through detailed studies.

- f) Development proposals likely to have significant impacts on any road will be reviewed and where considered necessary, the proponent will be required to carry out and implement a detailed transportation impact study.
- g) The Town will require, through a Site Plan Control, Subdivision, and Rezoning processes, in accordance with the *Planning Act*, 1990, and the *Development Charges Act*:
 - i) The minimum, or appropriate right-of-way widths as shown in Table 1 with reference to Figure "E" will generally be centred on the existing centreline of construction for a given road or the centreline of the original road allowance;
 - ii) compliance with the access control policies established in Table 1;
 - iii) necessary turning lanes, daylight triangles, widenings and the like, provided they are within the right-of-way widths shown in Table 1.
- h) Where different road classifications intersect, adjoin or abut, the greater right-of-way width as shown on Table 1 "Functional Classification of Roads" may extend over another road classification if necessary to provide for the required infrastructure, function or operations of the intersection.
- i) South of Rebecca Street, Burloak Drive shall be designated as a Minor Arterial Road. No additional widening of Burloak Drive south of Rebecca/New Streets associated with the Secondary Plan development shall be required, however, operational improvements, reconstruction, bus bay construction, channelization and improvements of a similar nature may be undertaken as need arises and may be required in the development process. Further access from new residential development should generally be limited to street intersections.
- j) The collector road linking Lakeshore Road to Rebecca Street immediately east of Burloak Drive will provide access to the new residential neighbourhood south of Rebecca Street. The road will be two lanes in width between Lakeshore Road and the north limit of the ring road. North of the ring road to Rebecca Street, the road will have a maximum width of four lanes. Two lanes of this road linking Lakeshore Road and Rebecca Street will be constructed

along its entire length coincident with the first phase of new development in the area. The two additional lanes north of the ring road shall be constructed when traffic volumes warrant.

The location of the intersection of this internal collector road with Rebecca Street will be reviewed to determine the most appropriate connection with the realigned Burloak Drive.

- k) The potential for an access from the Queen Elizabeth Way exit ramp at Burloak Drive into the Burloak Employment District, north of the C.N.R., shall be investigated during the further approval of development on the subject lands and such an access may be introduced into the transportation system if deemed appropriate.

As a condition of development of the abutting lands immediately north of Rebecca Street, Burloak Drive shall be realigned to the east. Burloak Drive between the Queen Elizabeth Way and Rebecca Street shall be upgraded and widened to six lanes and a four-lane level crossing shall be constructed at the CN Rail tracks. A study shall also be undertaken as part of this process to determine the most appropriate connection of Burloak Drive south of Rebecca/New Streets to the realigned Burloak Drive north of Rebecca/New Streets.

Direct access from development on either side of Burloak Drive north of Rebecca Street shall generally be limited to street intersections. Further, the actual number of intersections on the east side of the street shall be limited to minimize the impact on traffic operations.

Rebecca Street shall also be designated as a Minor Arterial and shall be upgraded and widened to four lanes as a condition of development of the abutting lands. In addition, direct access on the north side of the street shall be carefully located to minimize impacts on any adjacent residential development, and if direct access is permitted, the proposed employment development shall be reviewed with respect to lot width and the number of driveways.

- l) Any proposed crossing of the 16 Mile Creek north of Dundas Street will be subject to confirmation of the need and alignment through an update of the Oakville Transportation and Transit Master Plan, Halton Master Transportation Plan and subsequent Environmental Assessment Studies.

Any proposed crossing of the Sixteen Mile Creek north of Dundas Street will be subject to the provisions of the Environmental Assessment Act, which requires that a range of alternatives including the “Do Nothing” alternative be considered. All of the identified alternatives will be investigated in more detail prior to determining the final road and crossing alignment, if any.

If the need for additional crossing capacity is deemed warranted as determined by the Oakville Transportation and Transit Master Plan, and Halton Master Transportation Plan, the first priority will be to optimize utilization of existing corridors and crossings.

**TABLE 1
FUNCTIONAL CLASSIFICATION OF ROADS**

CLASS	FUNCTION & ACCESS CONTROL	TYPICAL RIGHT-OF-WAY WIDTH	ROADS TO BE WIDENED
FREEWAYS	To accommodate high speed traffic. Intersections will be grade separated and access will be restricted to properly designated interchanges. No direct local access will be permitted.	To be determined by M.T.O.	To be determined by M.T.O.
REGIONAL PRIMARY ARTERIALS AND PROVINCIAL HIGHWAYS	To connect municipalities; to serve medium to long distance traffic; to distribute traffic to and from Freeways; to provide access to major activity centres and to act as inter-municipal transit corridors. Access will be controlled by the Region or the Province as appropriate.	35 metres or as determined by the M.T.O. for Provincial Highways	All Regional Primary Arterials. Provincial Highway to be determined by M.T.O.
MAJOR ARTERIALS	To accommodate traffic moving between communities traveling to activity centres and traffic en route to or from the Freeway system. As well, major arterials distribute traffic to or from all other classes of roads, excepting Freeways, and act as major local transit corridors. Access will generally be to street intersections, and direct access from abutting properties will be discouraged in the development of new communities and districts.	35 metres	All Major Arterials
MINOR ARTERIALS	To accommodate relatively low volumes of inter-community and inter-neighbourhood traffic. As well, minor arterials distribute traffic to or from all other classes of roads, excepting Freeways and Provincial highways and may act as local transit corridors. Direct access from abutting residential properties will generally be discouraged in the development of new communities and districts unless suitable provisions are incorporated into subdivision plans.	26 metres	All Minor Arterials
INDUSTRIAL ARTERIALS	To accommodate moderate volumes of employment traffic moving within and through employment districts. Direct access will be permitted.	26 metres	All Industrial Arterials
MAJOR COLLECTORS	To accommodate intermediate volumes of intra-community traffic. Direct access from abutting properties will be permitted.	26 metres	All Major Collectors
COLLECTORS	To accommodate relatively low volumes of intra-community traffic. Direct access from abutting properties will be permitted.	20 metres	All Collectors
LOCAL STREETS	To provide access to individual properties, and generally not to accommodate through traffic. The roads will be designed to serve only the properties which abut the roadway.	16 metres	All Local Streets where traffic demand so warrants.

Roads already meeting the minimum right-of-way width shall not require additional widening unless specific studies indicate a need. In such a case, an Official Plan Amendment shall be required.

The policies and requirements of Table 3 FUNCTION OF MAJOR TRANSPORTATION FACILITIES to The Regional Official Plan (1995) will also apply to the Freeways, Regional Primary Arterials and Provincial Highways and major Arterials Classification of Table 1.

5.2 *SPECIAL RIGHTS-OF-WAY POLICIES*

- a) The following roadway sections are not expected to achieve the right-of-way widths mentioned in Table 1. Notwithstanding Table 1, the ultimate widths and lane requirements of the following roads shall only be determined after analysis of the traffic volumes, environmental effects of widening, and socio-economic costs and benefits:
- Trafalgar Road - Speers Road to Lakeshore Road
 - Reynolds Street - north of Lakeshore Road
 - Lakeshore Road - Margaret Drive to Allan Street
 - Bronte Road - Rebecca Street to Lakeshore Road West
 - Lakeshore Road - Bronte Road to East Street
 - Randall Street/Church Street - One way pair
 - Cornwall Road - between Cross Avenue and Chartwell Road
- b) Major changes in these sections of roadway are not anticipated, however, operational improvements, reconstruction, bus bay construction, channelization, and improvements of a similar nature may be undertaken as the need arises and may be required in the development process.
- c) It is intended that the scenic character of the whole of Lakeshore Road be enhanced and preserved through a long-range program of public landscaping.
- d) Notwithstanding the right-of-way width for a minor arterial as shown in Table 1, the section of Rebecca Street from Burloak Drive to Bronte Road shall have a right-of-way width of 35 metres.
- e) Notwithstanding the right-of-way width indicated for a Regional Primary Arterial in Table 1, the section of the planned road extension from Burloak Drive to Bronte Road shall have a right-of-way width of 40 metres.
- f) Trafalgar Road was an important historical route and continues to serve as a significant entrance and exit to the Trafalgar Road Heritage Conservation District. In considering any upgrading of the section of Trafalgar Road located within the boundaries of the Trafalgar Road Heritage Conservation District, every effort shall be made to ensure, where possible, that the existing pavement, boulevard and sidewalk widths are retained.

- g) Notwithstanding the right-of-way width for a Regional Primary Arterial in Table 1, the section of Neyagawa Boulevard north of Dundas Street shall have a right-of-way width of 40 metres.
- h) The maximum right-of-way width for Sixth Line between Glenashton Drive and Dundas Street will be 32 metres.
- i) The following local streets are subject to distinct right-of-way requirements:
 - i) No Change from Current Right-of-Way Widths

Allan Street, Anderson Street, Balsam Drive, Bath Street, Brant Street, Bond Street, Brock Street, Burnett Street, Carson Lane, Chisholm Street, First Street, Forsythe Street, Front Street, Gloucester Avenue, Head Street, Howard Avenue, John Street, Kerr Street south of Lakeshore Road, Reynolds Street south of Robinson, Palmer Avenue between Trafalgar Road and Allan Street, Park Avenue, Second Street, Spruce Street between Trafalgar Road and Reynolds Street, Sumner Avenue between Trafalgar Road and Allan Street, The Esplanade, Timber Lane, Walker Street, Wilson Street.
 - ii) Minimum 15 Metre Right-of-Way

Brookfield Road south of Brookfield Crescent, Freestone Lane between Trafalgar Road and Reynolds Street, Lawson Street between Trafalgar Road and Reynolds Street, Union Street.
 - iii) Minimum 18 Metre Right-of-Way

Dunn Street between Trafalgar Road and Randall Street, North Service Road between Churchill Avenue and Sixth Line, Randall Street between Allan Street and Navy Street.
 - iv) Minimum 20 Metre Right-of-Way

Kerr Street north of CNR Tracks to Wyecroft Road, Morrison Road, Reynolds Street between Lakeshore Road and Robinson Street.
- j) It is the Town's policy not to transfer surplus road widenings back to the adjacent property owner(s), however, Council may consider

individual homeowner requests for such transfers on a site specific basis without the need for an amendment to the Plan.

5.3 TRANSIT SERVICES

- a) The Town will promote the use of public transportation as an alternative to the private automobile where practical.
- b) The Town will undertake periodic reviews of the transit system to establish an appropriate level of service to existing and new communities with a view to providing the highest level of service at the least cost.
- c) Plans for all new communities will be designed with specific regard for the safe, convenient and efficient provision of transit service.
- d) In the development of Community Plans, the Town will encourage increased density concentrations close to Town and community cores in order to produce concentration of common trip origins or destinations to facilitate transit operations and increase ridership.
- e) The efficient connection of the local transit system and inter-regional systems such as the GO system will remain a priority of the Oakville Transit system.
- f) Oakville will continue to provide special transit service to the infirm and physically handicapped.

5.4 RAILWAYS

In order to minimize and alleviate, where feasible, the conflicts of the railway network with adjacent uses and with the road network, the Town will:

- a) seek to progressively eliminate railway grade crossings in accordance with Figure "E";
- b) in areas of new development and redevelopment, require that adequate visual and/or physical separation be provided to screen railway rights-of-way from adjacent residential land uses wherever possible;
- c) seek the cooperation of other levels of government and the railway companies in relocating existing facilities, locating, and designing

all new facilities to ensure that such facilities are compatible with the transportation network and existing or proposed land uses;

- d) seek to implement safety measures such as berms, landscape buffers and building setbacks between railway rights-of-way and adjacent land uses where possible, and in consultation with the C.N.R.;
- e) seek to implement aesthetic measures to recognize the increasing importance of the railway rights-of-way as a commuter corridor through the Town of Oakville, where possible.

5.5 GENERAL TRANSPORTATION POLICIES

- a) In order to decrease the dependence on the private auto, the Town will:
 - i) Promote, in cooperation with the Province of Ontario and Regional Municipality of Halton, ride sharing schemes such as car and/or van-pooling as a more efficient form of travel for commuters.
 - ii) Develop, over time, a complete Town-wide bicycle and walkway system in existing and new development areas, to augment and to provide connections to the road and transit systems.
 - iii) Development proposals should, where appropriate, provide for and support pedestrian walkways and bicycle paths and provide access to public transit services within a walking distance of generally no more than 400 metres. Such paths are considered part of the transportation system and will, therefore, be dedicated as public rights-of-way.
 - iv) A network of bicycle paths is identified and designated in the Cycleways Master Plan. The development of new areas and the upgrading of existing roads shall have regard for the implementation guidelines set out in the Cycleways Master Plan.
 - v) Promote, where appropriate, the introduction of busways and the use of high occupancy vehicle (HOV) lanes.
- b) In areas of excessive transportation noise, for example, areas adjacent or close to rail lines, highways or heavily traveled roads,

no residential development shall take place unless suitable noise attenuation features are incorporated in the design and construction of the development.

- c) In selecting locations for road and bridge crossings of major valleys and other natural features, care will be taken to minimize adverse effects on the natural landscape. Environmental impact analysis may be required to identify means of minimizing the impact of such crossings on the natural environment.
- d) All major roads in the urban areas will be developed to acceptable standards.
- e) All arterial road rights-of-way which are proposed for future development will be signed to indicate the Town's intentions.

6. FINANCE

- 6.1 It shall be a policy of the Town of Oakville that the cost of providing capital facilities required by new residential growth shall be borne to the maximum extent permitted under Provincial legislation by the new residential development, so as not to have any undue financial impact on the present taxpayer.
- 6.2 The rate and location of future population growth will be regulated so as to ensure that a balance is maintained between public demands for services and overall fiscal capacity.
- 6.3 The Town shall periodically assess the ratio between industrial/commercial and residential assessment and outline policies to encourage the maintenance of an acceptable balance.
- 6.4 Oakville shall, to the extent practicable, restrict its financing of capital projects by debentures to the limits as set out in the financial guidelines established by the Regional Municipality of Halton.
- 6.5 Oakville shall, to the extent practicable, continue to provide, on an annual basis, considerable contributions from the Operating Budget to finance capital projects in order to minimize long-term debt servicing costs.

7 URBAN AESTHETICS

- 7.1 In order to encourage quality building and landscape design in sympathy with the distinct character of individual communities or neighbourhoods,

and with the natural features of the landscape, the Town may apply the provisions of controlling development in *The Planning Act* and other provisions of this Plan to assess proposals for any development with respect to:

- a) their appropriateness with the character of the surrounding area;
- b) the preservation and use of the natural contours and features such as trees, watercourses, hills, etc.;
- c) the massing and conceptual design of the proposed building;
- d) the relationship of the proposed building to adjacent buildings and exterior public areas to which members of the public have access.
- e) ensuring well-defined and articulated streetscapes and buildings in commercial areas with minimal on-site parking between the buildings and the adjoining streets.

7.2 Site plan approval shall only be required for all of the following:

- a) All medium and high density residential development including a residential building containing 25 or more units, and all retrofit apartments added to such development;
- b) Commercial development;
- c) Employment development;
- d) Institutional development;
- e) All development within Natural Areas;
- f) All development which occurs on:
 - i) a lot upon which site plan approval has been required under a subdivision agreement;
 - ii) a lot upon which site plan approval has been required as a condition of any decision of the Committee of Adjustment;
 - iii) a lot created by a decision of the Land Division Committee including the lot remaining as a result of such a decision;

- g) All development within the Parkway Belt West;
- h) All development abutting the Lake Ontario shoreline;
- i) All development within Private Open Space designations;
- j) All development, including buildings used for residential purposes containing fewer than 25 dwelling units, within lands designated as Community Improvement Areas;

Notwithstanding the above, any development which is designated or is an existing low density residential development consisting of a single family dwelling, semi-detached dwelling, duplex, converted two-family dwelling or triplex is specifically excluded from the provision of Section 41(7) of the *Planning Act*, 1990 as it relates to the widening of highways that abut on the land.

- k) All development, including buildings used for residential purposes containing fewer than 25 dwelling units, within lands designated Commercial-Residential.

Notwithstanding the above, any development which is designated or is an existing low density residential development consisting of a single family dwelling, semi-detached dwelling, duplex, converted two family dwelling or triplex is specifically excluded from the provision of Section 41(7) of the *Planning Act*, 1990 as it relates to the widening of highways that abut on the land.

- 7.3 The Town shall exercise control over signs, fences, appurtenances, and all matters permitted by the site plan provisions of the *Planning Act*, or of other legislation.
- 7.4 Landscaped buffers may be required by the Town for purposes of screening and to visually separate land uses and transportation corridors.
- 7.5 Floodlights, security lighting, and illuminated signs shall be located so that no direct light or glare affects adjoining land uses or the safety of traffic on adjacent roads.
- 7.6 The Town may undertake studies and assist or cooperate in programs for the aesthetic improvement of existing areas.
- 7.7 The Town shall give particular consideration to all development in highly visible locations at entrances and exits to the Town, along freeways and arterial roads, and at all strategic locations.

- 7.8 Subdivision and development layouts shall be designed to achieve a variety of visual effects which may be produced by curved roads, contrast between enclosed and open areas, the use of compatible landscaping, the massing and conceptual design of proposed structures and the relationship of the proposed buildings to adjacent buildings and other features.
- 7.9 Subdivision and development design shall take account of the visual effects of varying land contours and the visual effects of existing and proposed vegetation.
- 7.10 Commercial areas, employment areas, Heritage Conservation Districts, and other areas may be reviewed periodically to ascertain what improvements may be made to enhance their appearance.
- 7.11 Detailed guidelines controlling development may be developed for selected areas, uses, or combination of uses and may be implemented by amendments to the comprehensive Zoning By-law and/or the Official Plan.
- 7.12 The development and redevelopment of infill projects in established residential areas will require considerable care and sensitivity in their design implementation.

Proponents are encouraged to consult extensively with Town staff and area residents while preparing and during submission of applications. It should be anticipated by proponents that infill residential development projects raise issues that require more consultation and more time than other types of development applications. The Town encourages infill development to be more compatible with the adjacent area and to have minimal impact. The following criteria will be used to assist in the evaluation of infill development applications and to ensure these proposals are appropriate.

- a) The development shall conform to the density provisions in the Official Plan regardless of the proposed tenure of development. The calculation of density in low density residential areas is determined by excluding the deemed area of all roads and culs-de-sac within the development. In the case of low density residential development, notwithstanding the definition of site area in Part F, Section 2.8(iii) of this Plan, the deemed area of a road, whether it be a public road or a private road, shall be calculated on the basis of the actual right of way or a 16 metre right of way, whichever is the greater. The deemed area of a cul-de-sac shall be calculated

on the basis of the actual diameter of the turning circle or an 18 metre diameter turning circle, whichever is the greater.

- b) Infill development proposals shall generally conform to the character of development and lot size that prevails in the adjacent area, in terms of minimum lot area and frontage. Proposals that have the effect of developing lots that are significantly less than the size of lots in the adjacent area will generally not be supported unless there are other factors to warrant approval of such development applications. Preference shall be given to establishing public roads rather than private roads in infill development applications.
- c) The preservation of heritage buildings and structures are important factors in the evaluation of infill projects. The reasons for the designation of the property should be considered so that the proposed development enhances the heritage quality of the property.
- d) The preservation of existing trees is encouraged and will be an important consideration in the evaluation of infill development.
- e) The impact of infill development relating to grading, drainage and stormwater management are important factors and shall be reviewed to ensure there is no adverse impact on adjacent lots.
- f) The character of existing roads and streetscapes is to be maintained and enhanced where feasible.
- g) The development design should establish regularized lotting patterns similar to that for the adjacent area and this lotting pattern should permit the placement of dwellings on the lots which generally promotes privacy on the adjacent lots.
- h) The proposed roads are adequate to accommodate all municipal services such as fire trucks and garbage collection. The alignment of proposed streets with existing streets shall be in a manner that promotes acceptable traffic circulation.
- i) The development does not prevent or discourage public access to public parkland.
- j) The proposed development does not hamper or prevent legitimate development opportunities of the adjacent properties that may be

capable of further development.

- k) Special zoning standards may be established to complement and recognize physical site constraints and special characteristics of the area to ensure the foregoing criteria are achieved to the maximum extent possible and complement the character of the existing area.

8. HERITAGE RESOURCE CONSERVATION

For the purposes of this section, heritage resources shall include features or areas of architectural, historical, archaeological or contextual interest.

8.1

- a) It shall be the policy of the Town that individual properties may be considered for designation pursuant to the provisions of the *Ontario Heritage Act* if they exhibit or contain one or more of the following criteria:
 - i) the property is associated with the life of a significant member of the community;
 - ii) the property has played a role in an important historic event;
 - iii) the property has architectural significance, value or interest due to building type, architectural style or period, or if it is the work of an important architect or early builder;
 - iv) the property has contextual significance because of its position as an integral part of the surrounding streetscape.
- b) The character of an individual historic designated property shall be maintained or enhanced through the careful consideration of plans for additions, alterations, renovation and restoration. Careful consideration shall also be given to the relocation, removal or demolition of designated structures, and the construction of new structures on designated property.
- c) The Local Architectural Conservation Advisory Committee shall first be consulted on any plans for development or redevelopment on individual designated historic property, such as any plans for additions, alterations, renovation and restoration, and including the relocation, removal or demolition of designated structures, and the construction of new structures on designated property.

- d) The removal or alteration of any historic material or distinctive architectural feature should be avoided, when possible, with deteriorating architectural features or heritage materials being repaired rather than replaced, whenever possible.
- e) Any addition or alteration to an existing structure, or any new construction, should be of a scale and massing, and of a design, style, colour and materials that is sympathetic, compatible and in keeping with the character of existing development on the property.

Notwithstanding the above, any addition, alteration, renovation, restoration or new construction shall be considered on an individual basis on the premise that contemporary styles can be more appropriate in certain cases than emulating turn-of-the-century designs.

- f) In securing road extensions, road widenings, necessary road improvements, and any other public works, consideration is to be given to the impact of such works on individual historic designated property and the urban streetscape.
- g) The demolition of any building or structure situated on an individual historic designated property is subject to the provisions of the *Town of Oakville Act*, 1991 (Bill Pr. 82 - an Act respecting the Town of Oakville).

8.2

- a) Areas may be considered for designation as Heritage Conservation Districts pursuant to the provisions of the *Ontario Heritage Act* if they exhibit or contain one or more of the following criteria:
 - i) the area contains a grouping of buildings that are architecturally significant due to workmanship, age, beauty, or uniqueness;
 - ii) the area has historical significance, value or interest through an association with an important person, event, or community activity;
 - iii) the area offers a definite sense of place and time through a series of common building elements, focal buildings, and landscape features.
- b) Where Council has designated Heritage Conservation Districts, it is intended that the general policies in the Official Plan pertaining to Districts may be refined and amplified to apply to the individual designated Districts and their attributes and features by means of

Heritage Conservation District Plans.

- c) Heritage Conservation District Plans will be implemented by municipal review of changes proposed within the District. The Local Architectural Conservation Advisory Committee shall first be consulted on any plans for development or redevelopment within a Heritage Conservation District, such as any plans for alterations, additions, restoration and renovation to existing structures, and including the removal, relocation or demolition of existing structures, and construction of new structures.
- d) The character of designated Heritage Conservation Districts shall be preserved, maintained and enhanced through the careful consideration of plans for change within the District.

In reviewing proposals for the construction, demolition, relocation or removal of buildings and structures, or for alterations, additions, renovation or restoration of existing buildings or structures within a designated Heritage Conservation District, the Town will be guided by the applicable Heritage Conservation District Plan.

- e) Notwithstanding the District Plan guidelines, any addition, alteration, restoration, renovation or new construction shall be considered on an individual basis on the premise that contemporary styles can be more appropriate in certain cases than emulating turn-of-the-century designs.
- f) In securing road extensions, road widenings, necessary road improvements and any other public works, every effort shall be made to ensure, where possible, that the character of existing roads and streetscapes are maintained and enhanced, and that proposed changes respect and are complementary to the identified heritage character of the District.
- g) Required road rights-of-way indicated elsewhere in the Official Plan may be required in designated Heritage Conservation Districts, but every effort shall be made to ensure, where possible, that existing pavement widths, especially where they are major contributors to the character of the streetscape, will be retained.
- h) The demolition of any building or structure situated within a designated Heritage Conservation District is subject to the provisions of the *Town of Oakville Act, 1991* (Bill Pr. 82 - An Act respecting the Town of Oakville).

- 8.3 All new development permitted by the land use policies and designations of this Plan shall have regard for heritage resources and shall, whenever possible, incorporate these resources into any plan prepared for such new development.
- 8.4 The municipality, in consultation with the Province, or with the authority delegated to perform municipal plans review by the Province, shall determine the potential for impacts to archaeological resources to any new development. Where such potential is determined to exist, the proponent shall retain a consultant to carry out an archaeological assessment of the subject property prior to any demolition, grading or other soil disturbance. Any archaeological resources found to be present on the subject property shall be mitigated through preservation on site, or removal and documentation, to the satisfaction of the municipality and the Province.
- 8.5 Heritage impact analysis may be required by Council where the development or redevelopment of property adjacent to, or in the immediate vicinity, of an individual historic designated property is considered by Council to adversely affect an individual historic property designated under Part IV of the *Ontario Heritage Act*.

Heritage impact analysis may also be required by Council where the development or redevelopment of property adjacent to, or in the immediate vicinity, of the boundaries of a Heritage Conservation District is considered by Council to adversely affect the maintenance and preservation of the existing character of a Heritage Conservation District designated under Part V of the *Ontario Heritage Act*.

Where Council requires a proponent to prepare a heritage impact analysis, it shall be undertaken by a qualified professional with expertise in heritage studies and shall contain the following:

- i) a description of the proposed development, or alternative forms of the development, that may affect the heritage feature;
- ii) a description of the heritage feature to be affected by the development, or the alternative forms of the development;
- iii) a description of the effects upon the heritage feature by the proposed development or its alternative forms; and
- iv) a description of the measures necessary to mitigate the adverse effects of the development upon the heritage feature.

- Council may impose, as a condition of any required development approvals, the implementation of appropriate mitigation measures to ensure the conservation of affected heritage features.
- 8.6 That consideration be given to providing incentives to encourage the retention of buildings or structures worthy of heritage designation.
- 8.7 Owners of individual historic designated property, or property within a designated Heritage Conservation District, are encouraged to seek any available government grants and/or loans for eligible heritage conservation works.
- 8.8 The Town may enter into easements on real property designated under the *Ontario Heritage Act* as a means to ensure the maintenance or preservation of identified heritage resources.
- 8.9 That further to those measures outlined under Part "F" Implementation and Interpretation of this Plan, Council may adopt other measures available for the implementation of Heritage Resource Conservation Policies.
- 9. SERVICES AND UTILITIES**
- 9.1 Development of all lands within the Urban Area will be on the basis of full urban water and sanitary sewers.
- 9.2 In general, it will be the policy of the Town that the Town's cost of providing services to facilitate the development of lands shall be borne by the developer(s); however, the provision of the *Local Improvement Act* may be utilized where it is deemed in the best interests of the Town.
- 9.3 It is the policy of the Town that all forms of development north of Highway 407 shall not be provided with urban services excepting minor extensions for public services as provided for in the Region of Halton Official Plan.
- 9.4 The Regional Municipality of Halton is responsible for water treatment and distribution and sanitary sewage collection and treatment and the Region is also responsible for private sewage disposal systems.
- 9.5 The general sequence of the provisions of urban servicing shall be related to the staging of development as described in Part "C", Section 2.
- 9.6 In all areas of new development, local power lines, telephone, and other cable services will be located underground, where feasible.

- 9.7 In existing urban areas, the Town will encourage the gradual elimination of above ground utilities with primary emphasis on commercial areas.
- 9.8 Oakville recognizes that pipeline rights-of-way and all existing electric power facilities and the development of any new electric power facilities, including all works as defined in the *Power Corporation Act*, such as transmission lines, transformer stations, and distributing stations, shall be permitted throughout the Planning Area, provided that such development satisfies the provisions of the *Environmental Assessment Act*, including regulations made under the Act, and any other relevant statutes.

10. ENVIRONMENTAL MANAGEMENT

10.1 ENVIRONMENTAL STEWARDSHIP

- a) In decisions regarding development, the Town shall be satisfied that the applicant has explored every reasonable opportunity to maintain the quality of air, land, water and biota; maintain biodiversity compatible with indigenous natural species; and protect natural features.
- b) The Town shall develop a strategic plan which establishes an environmental ethic for the Town. The strategic plan should:
 - i) seek to involve the community in the stewardship of the Town through education programs, clean-up and environmental restoration projects;
 - ii) promote an awareness of the ecosystem approach and the repercussions of our day-to-day actions on the environment.
- c) The Town shall encourage and facilitate private stewardship of natural features by private individuals and landowners in cooperation with the local Conservation Authorities, the Region of Halton, the Ministry of Natural Resources and any other relevant provincial or federal agency.
- d) The Town shall promote integrated pest management.
- e) The Town shall cooperate with the Region of Halton and the local Conservation Authorities in implementing their environmental stewardship programs.

10.2 CONTAMINATED SOILS

- a) The Town may enact by-laws that restrict activities that contaminate soils.
- b) The Town shall cooperate with the Region of Halton to identify locations in Halton of closed landfill sites and potentially contaminated sites from previous uses.
- c) Prior to considering any applications for development of land, the Town shall require a proponent to carry out a Phase 1 Environmental Audit, as set out by appropriate Provincial and/or Federal legislation, on lands within 500 metres of a closed landfill site, on other lands identified through Policy 10.2(b) above, and on lands that currently or previously accommodated the activities as identified in Part F, Appendix III (Lands subject to a Phase 1 Environmental Audit) of the Official Plan.
- d) On all other properties subject to Official Plan Amendment, zoning amendment, or subdivision approval, the Town shall require a sworn statement from the proponent that the site has been investigated and found to be free from contamination as specified by the appropriate Provincial and/or Federal legislation.
- e) When/where contaminated soils are identified, a condition of development approval will require that additional soil and ground water studies be undertaken and a soil and ground water management plan for the site be implemented to the satisfaction of the M.O.E.E. The soil and ground water studies shall:
 - i) determine potential human health concerns;
 - ii) demonstrate that the development site can be rehabilitated to meet appropriate Federal, Provincial and Regional standards, and
 - iii) identify procedures and schedule for site rehabilitation.
- f) Development may be permitted on a previously identified contaminated site if the site has been rehabilitated or re-mediated and if it has been determined that no danger to public health or public safety or property damage would result.
- g) Where any land is being dedicated, conveyed or purchased by the Town, the Town shall require a sworn statement that the site has

been investigated and found to be free from contamination as required by the appropriate Provincial or Federal legislation.

- h) The use of any excess materials not permitted by the M.O.E.E. for fill will not be permitted until the M.O.E.E. are satisfied that the excess materials contain no unacceptable levels of contaminants in accordance with the Provincial Policy for the Management of Excess Materials.
- i) The Town shall develop operating procedures and guidelines for the handling of potentially contaminating substances through day-to-day municipal operations and develop contingency measures for cleanup and control of contaminants in the case of an accident or spill.

10.3 URBAN FORESTS

- a) The Town may prepare an Urban Forestry Green Plan which will establish policies for urban forest preservation, replacement of aging trees and reforestation through the practices of the Town, through conditions of planning approval, and through the landscaping practices of Town residents.
- b) It is the objective of the Town that there will be no net loss of existing urban forests. As such, for every tree that is removed from Town property or from road rights-of-way, a replacement tree will be planted.
- c) The Town shall set annual targets and identify priority streets for tree planting in order to increase the urban forest inventory on road rights-of-way.
- d) The Town shall ensure that appropriate space for tree plantings within road rights-of-way are included in the design of new roads or road improvements.
- e) The Town shall request local utilities to design and construct their services to minimize damage to trees.
- f) The Town shall require as a condition of planning approval, site plan approval and subdivision agreement, landscape plans which
 - maintain and preserve existing plant species where appropriate;

- integrate development with natural features on or adjacent to the site;
 - maximize additional tree plantings.
- g) The Town shall continue to naturalize municipally-owned open spaces.
- h) The Town shall encourage the Province to amend the *Trees Act* to broaden local municipal powers to protect trees on private property.
- i) The Town shall develop guidelines for protection of trees to assist with the review and approval of building permits, municipal consents by utilities and site plan approval.

10.4 AIR QUALITY

- a) The Town shall enact by-laws to regulate land uses which may produce inappropriate air borne emissions containing particulate or odours that may have a negative effect on adjacent uses in accordance with related guidelines of the Ministry of the Environment and Energy (M.O.E.E.).
- b) The Town shall contribute to reducing carbon dioxide and other air pollutants by:
- promoting opportunities for non-auto transportation including cycling, walking and public transit;
 - improving energy conservation (Refer to Subsection 10.7);
 - protecting and enhancing the urban forests (Refer to Subsection 10.3);
 - locating housing, employment, services and leisure areas in a manner that reduces travel distance and vehicular trips.
- c) The Town may encourage commuting alternatives by Town employees through the establishment of such actions as flexible working hours, a car pooling registry, bicycle lockers, home-based employment.

10.5 WATER QUALITY, QUANTITY, AND CONSERVATION

- a) Stormwater management techniques will be used in the design and construction of all new communities to control both the quantity and quality of stormwater runoff. The degree of control will depend on the conditions of the downstream receiving water bodies. The intent will be to minimize the adverse effects of urbanization on the downstream aquatic environment and adjacent areas.
- b) When evaluating alternative stormwater management techniques, consideration shall be given to bio-engineering solutions as well as planning solutions.
- c) The provision of stormwater drainage facilities will be in accordance with master plans established through Subwatershed Studies, or the criteria established in the Town of Oakville Stormwater Drainage Manual, where applicable.
- d) Where a watershed plan exists, the subwatershed plan shall conform to the goals and objectives of the watershed plan.
- e) Where a Subwatershed Plan has not been prepared to address these issues, an Environmental Impact Statement shall be prepared by the proponent of any development in areas adjacent to watercourses, head-waters, aquifers and related physiographic, or topographic formation which contributes to ground water recharge or discharge.
- f) Subwatershed Plans shall be undertaken prior to or in conjunction with Secondary Planning studies. In order to address all aspects of the ecosystem on a watershed basis, it is recommended that the sub-watershed studies encompass terrestrial as well as aquatic resources. The subwatershed studies will recommend policies for protection, enhancement and securement of aquatic and terrestrial resources and appropriate development constraints for incorporation into Secondary Plans. The general requirements of Subwatershed Plans are outlined in Part F, Appendix II. The Town shall prepare and adopt Secondary Plan policies based on the recommendations of subwatershed studies.

For the purposes of stormwater management, the Subwatershed Plans will assess the methods and costs of providing the required stormwater management both on and off site. Such studies will be undertaken in conjunction with the appropriate Conservation Authority, other municipalities, and the Ministry of Natural

Resources, where applicable.

- g) Stormwater Site Management Plans shall be prepared prior to the approval of development applications, and all draft plans of subdivision. The content of the Stormwater Site Management Plans shall be in conformity with and implement the provisions of the Subwatershed Plans. The Stormwater Site Management Plans shall:
 - i) outline preliminary designs and costs;
 - ii) ensure sufficient space on site is allotted for water quality and quantity facilities including on-site water infiltration where possible;
 - iii) determine the impact of development on receiving watercourses both during and after construction in terms of flooding, erosion and sedimentation.
- h) Wherever possible, existing groundwater recharge rates should be maintained in all new developments.
- i) The Town shall encourage the use of permeable surfaces and soft landscaping, rather than impervious surfaces, when considering proposals for developments.
- j) All developments shall follow the current Provincial and Federal Guidelines for stormwater management practices (Best Management Practices - BMPs).
- k) The Town shall encourage the use of water-saving fixtures and appliances in new developments.

10.6 WASTE MANAGEMENT

- a) The Town shall expand leaf mulching to include all leaves collected and investigate alternative home composting programs.
- b) As a requirement of site plan approval, building layouts will be required to accommodate, where practical, facilities for collection, storage and separation of recyclable products.
- c) The Town shall continue on an ongoing basis to undertake an environmental audit of maintenance and operation practices and all

buildings owned and operated by the Town to determine means of reducing wastes.

10.7 ENERGY CONSERVATION

- a) When reviewing subdivision, rezoning, site plan and other development applications, the Town shall promote and encourage urban development which minimizes energy consumption and emphasizes the use of renewable energy sources by:
 - i) seeking a compact pattern of urban form in all new developments;
 - ii) locating housing, employment, shopping, services and leisure areas in a manner that minimizes vehicular trips;
 - iii) encouraging mixed use developments where appropriate;
 - iv) encourage residential, commercial and industrial subdivisions to consider designing lots for proper building orientation in relation to the sun and wind;
 - v) encouraging the use of appropriately selected and located vegetation that will reduce the energy consumption of buildings;
 - vi) attempting, where appropriate, to ensure access to direct sunlight during winter daylight hours for all south facing glass and solar collector panels;
 - vii) providing opportunities for the use of alternative, energy-efficient transportation including cycleways, walkways and public transit that link residential, shopping, recreation and employment areas in Oakville and adjacent municipalities;
 - viii) developing urban design policies and guidelines which promote energy conservation.
- b) The Town shall minimize, where possible, the use of high maintenance landscaping on Town properties in favour of naturalized low maintenance landscaping.
- c) The Town may undertake an audit of energy use in facilities owned and operated by the Town to identify energy conservation

opportunities.

- d) The Town shall consider the use of solar energy when planning and constructing civic facilities.
- e) The Town will encourage energy efficiency in building design in North Oakville through promoting the standard for residential construction at a minimum of R-2000 or similar high efficiency standard, and for non-residential construction at a minimum of 90.1 or similar energy conservation measures.

10.8 NOISE AND VIBRATION

a) Traffic Noise

Proponents of new residential development within the following noise sensitive areas may be required to engage an acoustical consultant to undertake an analysis of the noise levels which may affect such development and to make recommendations, subject to the approval of the Town and other appropriate agencies, as to the measures to be incorporated into the development to reduce the received noise level:

TRAFFIC NOISE SENSITIVE AREAS	
<i>Road Type</i>	<i>Noise Sensitive Area - Distance from Centre Line</i>
Freeways	300 m
Regional Primary Arterials, Major Arterials and Highways	50 m
Minor Arterials	15 m

- b) When reviewing applications for residential development adjacent to provincial highways, arterial roads, and railroads, the Town shall have regard for applicable M.O.E.E. policies and guidelines with respect to noise and compatibility of uses.
- c) Where existing roadways are scheduled for widening, the Town shall ensure that appropriate noise impact/attenuation studies will be undertaken by the proponent.
- d) Rail Noise and Vibration

Noise sensitive areas may be considered to be those areas of land

abutting or adjacent to rail rights-of-way having a passive recreation or residential component. Sensitive areas for noise generally include lands lying within 300 metres of rail rights-of-way and for vibration, generally include lands lying within 75 metres of rail rights-of-way.

Specific land use controls respecting rail impacts shall be implemented on lands abutting or adjacent to rail rights-of-way and the following policies shall apply:

- 1) Prior to the approval of applications for Official Plan Amendments, Zoning By-law Amendments, or subdivision or condominium approval that result in or permit the creation of a new residential unit(s) or lot(s), or the conversion of rental residential units to freehold, cooperative or condominium ownership:
 - a) said application(s) shall be circulated to the appropriate owner of the rail right-of-way for comments with regard to the recommended noise, vibration and impact mitigation measures; and
 - b) the municipality may require that the owner/developer engage a consultant to undertake an analysis of noise and/or vibration and to recommend abatement measures necessary to achieve the maximum noise level limits by the Ministry of the Environment and Energy to the satisfaction of the Town and in consultation with the appropriate owner of the rail right-of-way and the Ministry of the Environment and Energy.
- 2) As a condition of approval of applications as detailed in Section 10.7 (a) preceding, provision shall be made where possible, for the registration on title and insertion in Agreements of Purchase and Sale or Lease of a warning clause with regard to the existence of and potential impacts of rail use and operations and mechanisms to ensure the ongoing maintenance of the required measures and;
- 3) As a condition of approval of applications as detailed in Section 10.7 (a) preceding, and as outlined hereafter, setbacks from the rail right-of-way to address rail safety concerns shall be required for any new residential dwelling or building, an addition to an existing residential structure or a place of public assembly from the railway right-of-way. The

appropriate safety setback will be determined in consultation with the owner of the rail right-of-way, and will take into account provision for safety berms, topography and intervening structures between the railway right-of-way and any new residential development or place of public assembly.

- 4) As a condition of approval of applications as detailed in Section 10.7 (a) preceding, the developer may be required to install and maintain combined security and acoustical fencing of a minimum height necessary to prevent trespass onto the adjacent railway right-of-way and attenuate noise to acceptable levels. As a minimum requirement, chain link security fencing of 1.83 metres in height will be required along the common property boundary with the railway right-of-way.

e) Industrial, Commercial, and Utility Noise

The Town may require, in the case of new residential proposals within areas subject to the impact of utility, commercial or noise or vibration, that the siting of dwellings, structural design of dwellings and subdivision features shall contain noise attenuation features which shall be developed in consultation with the Ministry of the Environment and Energy and qualified consultants.

- f) The Town shall establish employment areas which are reserved for non-noise sensitive uses while discouraging residential and other noise sensitive land uses from locating adjacent to such areas.
- g) The Town shall seek the advice of the M.O.E.E. when considering development proposals adjacent to provincial highways and railways, and significant stationary noise sources such as industries, commercial operations and utility installations.

11. MAINTENANCE AND OCCUPANCY CONTROLS

11.1 The Town will encourage the development and maintenance of an efficient and pleasant environment for living, working, and the pursuit of all other activities. In order to achieve this, it will be the Town's policy to encourage:

- a) maintenance of existing sound properties;
- b) improvement of the quality of properties that have deteriorated;

- c) rebuilding where properties have declined to the point where they cannot be satisfactorily and economically rehabilitated.
- 11.2 The municipality shall enact a Property Standards By-law pursuant to the Building Code Act setting forth standards within the Town requiring any property below the standards prescribed in the by-law to be repaired and maintained to comply with the standards.
- 11.3 The Property Maintenance and Occupancy Standards By-law shall be enforced and administered by a person designated by the Council of the Corporation of the Town of Oakville to carry out such duties and shall be known as the Property Standards Officer.
- 11.4 The Property Maintenance and Occupancy Standards By-law shall provide for the establishment of a Property Standards Committee under the Building Code Act whose responsibilities include the review of all appeals.

12. SEVERANCES

12.1 AGRICULTURAL LANDS SEVERANCE POLICIES

a) Farm Severances

For the purpose of this Plan, 22 hectares is recognized as the minimum farm lot size and the Land Division Committee is directed in considering severances to follow this standard and providing both the parcel to be retained, as well as the parcel to be severed, are viable flexible farm units. Exceptions may be made only where the proposal is:

- i) for farm consolidation purposes where no new residential building lot is to be created and/or the remainder is not reduced to less than 22 hectares;
- ii) for the creation of a Specialty Commercial Farm provided the applicant can prove its necessity and viability;

b) Non-Farm Severances

- i) Non-Farm Severances will be discouraged from locating on Canada Land Inventory Soil Classes 1, 2, 3 and 4.²
 - ii) Non-Farm Residential Severances will be considered provided that all of the following conditions are met:
 - the lot is in a Rural Cluster as defined in the Regional Municipality of Halton Official Plan and designated in this Plan;
 - the proposal is for only one additional lot at a time;
 - the proposal must conform to other pertinent policies of this Plan, the Region of Halton Official Plan and the Minimum Distance Separation Formulae of the Agricultural Code of Practice.
 - iii) Severances may be permitted for other uses permitted in the Agricultural designation of this Plan provided such uses comply with the policies of Part D, Section 6.
- c) These policies will remain in effect for all agricultural areas including those north of Dundas Street until such time as urban secondary plans are developed and approved.

12.2 URBAN SEVERANCE POLICIES

- a) Severances for any form of Urban Development shall comply with the Phasing provisions of Part C, Section 2 and Figures "C", "D" and "D1" of this Plan.
- b) Although urban severances may be permitted, development in urban areas is generally to take place in accordance with comprehensively designed registered plans of subdivision. Land division by a plan of subdivision, rather than by a consent, shall generally be deemed necessary in the following cases:
 - i) where the extension of a public road is required or a new road allowance is required;
 - ii) where the extension of municipal services is required;

²Soil Capability for Agriculture, Canada Land Inventory Mapping, *Agricultural and Rural Development Act*.

- iii) where agreements or conditions are required by the Town with regard to any part of the remaining lands if a consent were granted;
- iv) where the lands abut Lake Ontario.
- c) Where severances are permitted, the lot or lots to be created and the remaining parcel or parcels shall conform with the Official Plan and the relevant Zoning By-law.
- d) In the case of a non-conformity with the approved Official Plan and/or the Zoning By-law, any consent granted shall be conditional upon the approval of an Official Plan Amendment and/or Zoning By-law Amendment or Committee of Adjustment decision by the appropriate authorities.

12.3 CRITERIA FOR URBAN SEVERANCES

- a) Regard shall be had to the compatibility of the size, shape, and proposed use of the lot to be created with the present and potential uses, lot patterns, and character in the adjacent areas.
- b) Severances will be considered for the purpose of infilling in an existing urban area, but shall not extend the existing urbanized area. Infilling which economizes the use of urban space without disturbing the pattern of the existing development or perpetuating an undesirable pattern of development or prejudicing the layout of future development shall be considered acceptable.
- c) In particular, where the applicant's lands are situated within an existing area designated by the Official Plan for redevelopment and the size of the parcel is large, and it is apparent that an application for a severance is a forerunner of other similar applications on the original holding, such individual severances from that parcel will be discouraged in favour of development by a plan of subdivision.
- d) Where existing development lots have the potential for redevelopment on a more comprehensive scale, proposed severances which would have the effect of blocking potential points of access or further fragmenting ownership of these lands, may be refused.

12.4 PARKWAY BELT SEVERANCE POLICIES

The severance policies of the Parkway Belt West Plan, July 1978, shall

apply to all lands designated as Parkway Belt on Figure "B".

13. COMMUNITY IMPROVEMENT

13.1 The Town may designate areas of community improvement in accordance with the provisions of the *Planning Act*.

13.2 The following criteria will be considered when selecting potential areas for community improvement:

- a) deficiencies in the sewer, water, or storm sewer systems;
- b) deficiencies in the provision or design of off-street parking areas;
- c) deficiencies in existing roads, sidewalks and/or curbs;
- d) lack of provision and/or design problems with existing public facilities such as parks, open space, landscaping, and public buildings;
- e) significant need for aesthetic improvement on public and/or private land;
- f) problems with inappropriate land uses, inadequate building maintenance, or lack of development on vacant or under-utilized land;
- g) inadequate, outdated, or inappropriate street lighting, traffic control, and signage;
- h) indications of a need for heritage resource conservation.

13.3 In an area designated for community improvement, a community improvement plan will be prepared in accordance with the *Planning Act*. The implementation of the community improvement plan will be assisted:

- a) through participation in funding programs with senior levels of government;
- b) through enforcement of the Town's Property Standards By-law and the encouragement of the rehabilitation and maintenance of existing structures;

- c) through encouraging the formation and continuation of Business Improvement Areas to maintain and enhance the viability of commercial areas;
- d) through the preparation of streetscape improvement and beautification plans, where appropriate;
- e) through the preparation of architectural guidelines and the application of bonus zoning techniques, where appropriate;
- f) through the review of existing zoning and sign control by-laws;
- g) through the coordination and phasing of public utility and public works spending programs;
- h) through such programs and policies as Council sets out in the Community Plan.

14. LEGAL NON-CONFORMING USE POLICIES

- a) Legal non-conforming uses throughout the Town should eventually cease, so that the land affected shall revert to a use that conforms with the intent of the Plan and the Zoning By-law. In special circumstances, however, it may be appropriate to consider the extension or enlargement of a non-conforming use.
- b) The Committee of Adjustment, in granting an application for the extension or enlargement of non-conforming land, buildings or structures, or uses shall be satisfied that:
 - i) the proposed extension or enlargement does not represent an unreasonable increase to the size and intensity of the legal non-conforming use;
 - ii) adequate measures are provided to protect other uses through landscaping, buffering or screening; appropriate setbacks for buildings and structures are provided; and/or devices and measures are provided for reducing nuisance(s) caused by matters such as outside storage, lighting and advertising;
 - iii) the conditions of the property and/or building shall be substantially improved by the extension or expansion;

- iv) the features of the existing non-conforming use and proposed extension and/or enlargement are considered to be compatible with adjacent uses;
 - v) there are or will be adequate municipal services to meet the additional needs resulting from the expansion or extension of use;
 - vi) there are adequate off-street parking areas, loading facilities and on-site screening;
 - vii) traffic and parking conditions in the area shall not be adversely affected and traffic hazards shall be minimized by appropriate design of access points to and from the site, and improvement of site conditions, especially close to intersections; and
 - viii) the intent of the Plan and standards established in the Zoning By-law are upheld.
- c) The Town's implementing Zoning By-law shall prohibit new construction and the expansion or replacement of existing non-conforming uses within areas designated "Natural Area", except where specifically exempted based on consultation between the Town, Conservation Halton and the Ministry of Natural Resources.

PART D LAND USE POLICIES

1. URBAN RESIDENTIAL

1.1 USES

Uses permitted in urban residential areas include:

- Dwellings;
- Special housing such as nursing and retirement homes, senior citizen housing, and student housing;
- Elementary, secondary and private schools;
- Places of worship;
- Parkland and open space;
- Libraries, day care centres, day nurseries, group homes, fire halls, and publicly operated community service activities;
- Public utilities;
- Other uses normal to the occupation of a dwelling;
- Bed and Breakfast establishments.

1.2 DENSITY CATEGORIES

The following density categories are intended for incorporation into Community Plans, but they may be modified or refined in the development of such plans without the necessity of an amendment to this section of the Official Plan.

The density range is 6-17 dwelling units per site hectare. Appropriate densities per site hectare may be established in Community Plans. Where lands are identified with a specific density number on a Land Use Figure, this number shall be interpreted to be the maximum permitted number of dwelling units per site hectare, and shall prevail over any maximum density that would otherwise be permitted. The actual density for a specific development will be determined in the Zoning By-Law.

a) Low Density I Housing

The Low Density I Housing category shall consist of detached dwellings, semi-detached dwellings, and similar types of dwellings, all with direct frontage on and access to a public street. Other forms of low density, including accessory apartments, may be considered where neighbourhood compatibility can be demonstrated in terms of natural vegetation, lot frontages and areas, building height, coverage, mass, setbacks, privacy and overview. Detached dwellings on private roads shall be permitted in plans of condominium provided all other applicable policies of this Plan are satisfied.

Appropriate densities per Site Hectare³ will be established in Community Plans.

A variety of lot sizes and house sizes shall be provided, and the development of single detached units should reflect the spacious, open character usually associated with this housing type.

Adequate standards for front yards, height restrictions, and separations between dwelling units will be applied in zoning by-laws.

For accessory apartments, the physical appearance of the building, the number of accessory units per lot and parking standards will be addressed in zoning by-laws.

b) Low Density II Housing

The Low Density II Housing category shall consist of detached (small lot) dwellings, semi-detached dwellings, duplexes, and similar types of dwellings, all with direct frontage on and access to a public street. Other forms of low density housing including accessory apartments may be considered where neighbourhood compatibility can be demonstrated in terms of natural vegetation, lot frontages and areas, building height, coverage, mass, setbacks, privacy and overview. The density range is 20 - 29 dwelling units per site hectare.

³Site Hectare - See Part F, Implementation and Interpretation for definition.

c) Medium Density I Housing

Medium Density I Housing shall only consist of detached (small lot) dwellings, semi-detached dwellings, multiple-attached dwelling

units and duplexes. The overall site density range is 25 - 35 dwelling units per site hectare.

d) Medium Density II Housing

Medium Density II Housing shall only consist of multiple-attached dwelling units, stacked townhouses, and apartments at an overall site density ranging from 31 to 50 dwelling units per site hectare.

e) High Density I Housing

High Density I Housing shall only consist of stacked townhouses and apartments at a density range of 51 to 100 units per site hectare.

f) High Density II Housing

High Density II Housing shall only consist of stacked townhouses and apartments at a density range of 101 to 185 units per site hectare.

1.3 LOCATIONS OF MEDIUM AND HIGH DENSITY RESIDENTIAL USES

In determining locations of Medium and High Density Housing in the design of Community Plans or in the consideration of development applications, the following locational criteria will be considered:

- proximity to natural amenities such as major areas of open space, valleys, and parks;
- proximity to community or local commercial and cultural facilities;
- proximity to public transit and pedestrian pathways;
- proximity to arterial and collector roads so as to provide controlled access to such roads and minimize traffic infiltration of low density housing areas.

1.4 RESIDENTIAL COMMUNITY DESIGN

- a) Generally, each community will be designed in neighbourhoods of mixed housing with higher density areas clustered around the community commercial and community institutional use. The communities shown on Figure "G" will constitute the basic units for the preparation of detailed community plans.
- b) The Community Commercial areas and areas adjacent to it are considered suitable to provide a focus for the community. Such areas may encompass a broad range of uses including residential, commercial, institutional, cultural, and public parks to serve as community focal points.
- c) Neighbourhoods will be primarily residential and designed to allow easy access to schools, local recreation facilities, and where appropriate, neighbourhood and convenience commercial centres. Non-residential land uses will generally be designed to serve only the immediate needs of the neighbourhood or groups of two or perhaps three neighbourhoods.
- d) Each community shall be designed to provide a relatively complete range of housing and tenure types suitable for different age levels, life styles, and family structures.
- e) The established communities south of the Q.E.W. are not expected to follow these general patterns, but will develop with many of the more intensive uses centred on the Old Oakville Central Business District.
- f) Every effort will be made to ensure that special purpose housing, such as government assisted housing or senior citizens' dwellings are integrated with private housing rather than located in large readily identifiable sites.
- g) All education facilities should be centrally located with due consideration given to the safety of pupils. Provision should be made for both safe and convenient access from the residential development to neighbourhood parks and schools.

1.5 GENERAL POLICIES

- a) Where Medium and High Density Housing abuts developments of a lower density, site design considerations will be undertaken to ensure that the amenity of the lower density area is maintained.

Site design considerations may include:

- increased setback;
 - sensitive building siting;
 - provision of landscaped buffers;
 - control of the scale of development.
- b) The design of Medium and High Density Housing and mixed commercial-residential developments shall provide for appropriate on-site amenities which may include:
- indoor and outdoor recreation areas;
 - adequate separation between buildings;
 - exterior private use areas of an appropriate size;
 - landscape buffers and site landscaping;
 - appropriate width and acceptable construction standards for internal roads;
 - adequate visitor and residential parking;
 - appropriate refuse storage and handling facilities;
 - building design which is appropriate to both the surrounding architecture and natural landscaping.
- c) Generally, Low Density and Medium Density Street Townhousing areas will not be designed to have reverse frontages on arterial roads.
- d) Senior citizen housing will be encouraged to locate in close proximity to major commercial areas on transit routes.

- e) Various mixtures of Medium and High Density Housing may be permitted in any one development provided that the proposal is consistent with the design guidelines of policy (b) above.
- f) Residential development will not be permitted in areas where pollution from noise, air, or water exceed Provincially recommended limits unless appropriate alleviating measures can be incorporated into the proposed development.
- g) Detailed zoning by-laws will be developed for all forms of housing and will specify regulations including standards for lot frontage, lot area, floor area, setbacks, yard requirements, building heights, coverage, and parking, among other matters.
- h) The Town will encourage rezoning applications for innovative housing developments which may not comply with the precise standards established in the zoning by-laws provided that the following criteria are met:
 - i) the proposed change in standards has a demonstrable positive effect on the living efficiency, building appearance, streetscape, or environmental aspects of the proposed development;
 - ii) that there is sufficient space for adequate yards to ensure light and air, both for the subject lot(s) and for adjoining lots;
 - iii) adequate provision is made for vehicular access and off-street parking on the lot(s);
 - iv) that building coverage is in general compliance with existing standards;
 - v) that the lot size and design of the proposed dwelling are in keeping with adjacent development and the general intent of the provisions in the Restricted Area (zoning) by-law;
 - vi) that the proposed development is sited and designed in such a manner that any reductions in existing standards do not adversely affect the amenity of the surrounding properties.
- i) To encourage the provision of alternative housing types in the Town, retrofit apartments will be permitted in medium and high density residential categories, provided that the following criteria

are met:

- i) the proposed retrofit apartments cause no change to the building appearance or streetscape;
- ii) adequate provision is made for vehicular access and off-street parking on the lot;
- iii) that the building is in keeping with the general intent of the provisions in the Restricted Area (zoning) by-law.

2. COMMERCIAL

2.1 USES

There are six categories of commercial land use established by this Plan:

1. Central Business District and Uptown Business Core;
2. Regional Shopping Centre;
3. Community Shopping Area
4. Arterial Commercial Area;
5. Neighbourhood Commercial; and
6. Convenience Commercial.

2.2 GENERAL

- a) A proposal to expand a major shopping centre or to develop or expand any major shopping centre not provided for in the Plan and the Zoning By-law may only be approved after consideration and acceptance by the Town of detailed impact studies prepared by the proponents. Such studies shall, among other matters, include analysis of impact on existing shopping areas, local core areas, public and private transportation, and the community's social and economic life. For the purposes of this Plan, a major shopping centre is any centre over 23,225 square metres of gross leasable area, or any shopping centre that has a primary trade area extending beyond the boundaries of Oakville.
- b) The following land use categories are intended for incorporation into Community or District Plans, but may be modified, refined or otherwise defined in the development of such plans without the necessity of an amendment to Part D, Section 2 of the Official Plan.

2.3 CENTRAL BUSINESS DISTRICT AND UPTOWN BUSINESS CORE

- a) Location - The Central Business District designation includes the historic business district of Oakville centred around Lakeshore Road and the Sixteen Mile Creek.

The Uptown Business Core is designated at the corner of Trafalgar Road and Dundas Street. Its associated concentration of office/commercial and residential development and significant civic and public presence will provide identification and focus to the northern urban area.

- b) Uses - The uses permitted in this designation may include:
- a broad variety of retail activities including department stores, specialized retail outlets;
 - offices;
 - hotels and convention centres;
 - service commercial uses including service stations;
 - entertainment and recreation uses;
 - residential units;
 - government, institutional, research, cultural, and social facilities;
 - open space uses;
 - public transportation uses;
 - various mixed uses that provide any of the above uses in combination.
- c) Special Policies - The Uptown Business Core is subject to the following additional special policies:
- i) A site specific zoning by-law will be developed in accordance with a detailed urban design study to be prepared by the proponent(s) for the ultimate development of the area.
 - ii) The urban design study shall include:
 - staging plans for the sequential development of the area;
 - an analysis of the urban character and the overall form of the area to be controlled by detailed design

guidelines concerning building height, building setbacks, allowable site coverage, parking standards by type of use, and suggested site plan controls by area and use;

- the location, size, general design, and connection of public and private open space;
- a detailed transportation plan that includes road, transit, and pedestrian circulation facilities and the phasing thereof.

iii) The site specific zoning by-law will regulate land uses, Department Store Type Merchandise area, height, site coverage, setbacks, road width requirements, parking, open space, and other matters. Specific zoning standards may be developed for one stage at a time with the remainder of the site placed in a holding category.

2.4 REGIONAL SHOPPING CENTRE

- a) Location - One Regional Shopping Centre is designated in this Plan, located at the northwest quadrant of Trafalgar Road and the Q.E.W.
- b) Uses - The uses permitted in this designation will include:
- a broad variety of retail activities including department stores, specialized retail outlets, food and convenience stores;
 - offices and service commercial uses including service stations;
 - government, institutional, cultural, and social facilities.
- c) Special Policies - The planned size and function of the Regional Shopping Centre is designed to service the trade area of Oakville and may extend beyond the boundaries of Oakville

2.5 COMMUNITY SHOPPING AREA

- a) Locations - The locations for Community Shopping Areas will be established at the Community Plan stage based on the following criteria:

- i) the location must be easily accessible to the population in the community to be served;
 - ii) the location must be accessible by arterial or minor arterial roads;
 - iii) the location must be suitably distant from any other community shopping area;
 - iv) the location must be capable of being efficiently and economically serviced by public transit.
- b) Description - A Community Shopping Area may take one of two forms:
- i) A Street Oriented Business District - The existing street oriented Community Shopping Areas are in the Bronte area in the vicinity of Lakeshore Road and Bronte Road and the Kerr Street area from Lakeshore Road to north of Speers Road. No new street oriented Community Shopping Areas are contemplated for this Plan, however, such uses may be considered in the development of new community plans.
 - ii) A Shopping Centre - A physically cohesive grouping of retail and service commercial functions occupying a single site of not more than 8.5 hectares, of which no single use may occupy more than 50% of the permitted building area on the site.

The planned size and function of such Centres are designed to primarily serve the trade area of a single community. However, this Plan shall not prescribe that the primary or secondary trade area of any one use that may locate in these Centres will not exceed the area of the community in which it is located.
- c) Uses - The permitted uses in this designation may include:
- i) A broad variety of retail activities including department stores, food stores, and specialized retail outlets and convenience stores;

- ii) Office and service commercial uses including service stations;
- iii) Government, institutional, social, and cultural facilities.

d) Special Policies

- i) Off-street parking facilities sufficient to meet demand will be required.
- ii) Residential uses alone, or in combination with commercial uses, are anticipated only within the Bronte and Kerr Street Community Shopping Areas subject to the specified policies for these areas outlined in Part "E" of this Plan. Integrated residential and commercial community shopping developments may be considered in other areas.
- iii) Major community facilities such as places of worship and community centres shall be encouraged to locate in conjunction with Community Shopping Areas.
- iv) A shopping centre designed as a collection of buildings placed close to the streets will be encouraged. A well-defined streetscape will be encouraged that is sympathetic with the surrounding residential community, promote safe pedestrian access from the adjacent streets and minimizes on-site parking between the building frontages and the adjoining streets. This shopping centre shall be designed with general sidewalks adjacent to buildings for safe pedestrian movement. Adequate screening and noise protection for adjacent residential uses shall be provided.

2.6 ARTERIAL COMMERCIAL AREAS

- a) Location - Arterial Commercial uses will be permitted only in a very limited number of suitable locations on arterial roads and will be encouraged to establish in nodal or campus fashion.
- b) Description - Arterial Commercial uses will consist predominantly of commercial uses designed to serve the traveling public and the automobile using consumer.

- c) Uses - The permitted uses in the Arterial Commercial designation are as follows:
- i) Retail Warehousing and Large Scale Retail Sale of Merchandise;
 - ii) Auto commercial uses (excluding auto body shops and auto wreckers);
 - iii) Service commercial uses, hotels, and restaurants;
 - iv) Office uses at a scale compatible with adjacent residential uses but not exceeding a floor area one times lot coverage unless otherwise specified;
 - v) Government, institutions, recreation facilities, and non-profit clubs and organizations;
 - vi) Private and commercial education facilities;
 - vii) Light industrial manufacturing ancillary to the principal retail sales.
- d) Special Policies -
- i) It is not intended that the full range of Arterial Commercial uses will be permitted in all locations so designated. The precise range of uses and density of development may be stipulated in Community or District Plans or in the Zoning By-law. Such uses may be further controlled by the use of holding provisions in the implementing zoning by-law.
 - ii) In all applications for additional Arterial Commercial designations, the proponent may be required to undertake detailed supporting market and transportation studies to the satisfaction of the Town.
 - iii) No large concentrations of Arterial Commercial uses will be permitted in close proximity to residential areas, particularly where shadowing, overview, local traffic, noise, and pollution problems may result, unless buffering is provided.
 - iv) Arterial commercial areas in the form of strip or linear commercial development along arterial roads shall be discouraged. Where strip commercial development already

exists, it shall be the aim of the Town to alleviate two of the major problems of such development by encouraging the provision of common off-street parking facilities and common access points.

- v) Arterial commercial development shall be encouraged to demonstrate design solutions that promote:
- compatibility with the adjacent residential uses
 - well-defined and articulated street edges
 - quality landscaping to enhance the images of the development
 - architectural interest in individual buildings
 - aesthetic harmony and pedestrian linkages between buildings
 - limited on-site parking between buildings and the adjoining streets
 - safe pedestrian access from public streets and adjacent residential neighborhood
 - adequate screening and noise protection for adjacent residential uses
- vi) Outside storage or display of merchandise shall generally not be permitted. Nursery and garden sales outlets, boat and trailer sales, and similar uses which require outside storage and display of merchandise, shall be permitted only in locations where their exposure would be visually acceptable and not detract from the general character of the area. Specific amendments shall be required in the implementing zoning by-law to permit outside storage for such uses.
- vii) Large Scale Retail Sale of Merchandise Uses include a broad variety of goods, merchandise, substances, articles or things that are offered or kept for sale directly to the public at retail, but does not include the following:

- a department store,
- a food supermarket,

- a food store;
- a grocery store.

Notwithstanding the above, Large Scale Retail Sale of Merchandise Uses may include the retail sale of food subject to the following:

- the retail food sales component is restricted to a maximum 10% of the gross floor area devoted to the retail use, or 500m², whichever is the lesser;
- viii) The precise location of Large Scale Retail Sale of Merchandise Uses in Arterial Commercial Areas will be controlled in the implementing Zoning By-law and must meet the following locational criteria:
- The location has a good exposure to a high traffic corridor.
 - The location will not adversely affect existing or proposed Business Cores, Sub-Regional Shopping Centres or Community Shopping Areas.
 - The location will not adversely impact adjacent residential or industrial areas.
 - There must be adequate capacity in the road system to accommodate the proposed uses.
- ix) The implementing Zoning By-law to regulate Large Scale Retail Sale of Merchandise Uses in Arterial Commercial Areas will be structured in such a manner to ensure that Large Scale Retail Sale of Merchandise Uses are designed to function as larger scale, destination oriented retail uses at a scale and character distinct from retail uses normally located within designated and planned shopping centre formats.

The implementing Zoning By-law will also establish parameters to limit site access, and to encourage shared access, common off-street parking and improved traffic

movement and circulation.

- x) In all applications for amendment to the Zoning By-law to permit Large Scale Retail Sale of Merchandise Uses in Arterial Commercial Areas, the proponent may be required to undertake detailed supporting market and transportation studies to the satisfaction of the Town.

2.7 NEIGHBOURHOOD COMMERCIAL CENTRES

- a) Description - The Neighbourhood Commercial Centre may be a small free-standing shopping centre or a collection of stores within a residential complex intended to serve the whole or part of a single residential neighbourhood.

The planned size and function of such Centres are designed to primarily serve the trade area of the residential neighbourhood. However, this Plan shall not prescribe that the primary or secondary trade area of any one use that may locate in these Centres will not exceed the area of the neighbourhood or community in which it is located.

- b) Location - Neighbourhood Commercial Centres will be located on collector roads or at the intersection of collector and arterial roads in a location central or easily accessible to the neighbourhood trade area.

It is essential that a Neighbourhood Commercial Centre locate as close as possible to the pedestrian and bicycle path network.

- c) Uses - The permitted uses in this designation may include retail and service uses, including service stations all designed to serve the day-to-day needs of a neighbourhood.
- d) Special Policies -
 - i) The maximum site area for such a Centre shall not exceed 4 hectares. The maximum gross floor area permitted will not exceed 10,000 m², of which no single use may occupy more than 35% of the total permitted building area on the site.
 - ii) The design, appearance, and scale of the Centre shall be in harmony with the character of the residential area and adequate screening and buffering from the adjoining

residential uses shall be provided.

- iii) A Neighbourhood Commercial Centre will be permitted in apartment complexes where the total population of the complex so warrants.
- iv) No existing designated Neighbourhood Commercial Centre sites within the residential communities or industrial districts south of Dundas Street, with the exception of the West Oak Trails Community and the Iroquois Ridge North Community, will be permitted to expand in size greater than 2 hectares.

Notwithstanding the above, the Official Plan recognizes that the Neighbourhood Commercial Centre site designated at the intersection of Sheridan Garden Drive and Winston Churchill Boulevard is 2.8 hectares in size, and that the Neighbourhood Commercial Centre designation on the south side of Rebecca Street, east of Burloak Drive, is permitted to expand by a maximum of 2 hectares subject to certain conditions specified in the Bronte Community Plan.

2.8 CONVENIENCE COMMERCIAL CENTRE

- a) Description - The Convenience Commercial Centre can take one of several forms, a small free-standing shopping centre, a single store, or small collection of stores within an apartment building or within a non-residential use permitted in a residential neighbourhood.

The planned size and function of such Centres are designed to primarily serve the trade area of the immediate residential neighbourhood. However, this Plan shall not prescribe that the primary or secondary trade area of any one use that may locate in these Centres will not exceed the area of the neighbourhood or community in which it is located.

- b) Location - Convenience Commercial Centres will generally be located on collector roads or at the intersection of collector and arterial roads in a location central or easily accessible to the neighbourhood trade area.

It is essential that a Convenience Commercial Centre locate as close as possible to the pedestrian and bicycle path network.

- c) Uses - The permitted uses in this designation may include retail and service uses, including service stations, all designed to serve the day-to-day needs of a neighbourhood.
- d) Special Policies -
 - i) The maximum site area for such a Centre shall not exceed 0.8 hectares. The maximum gross floor area permitted will not exceed 2,000 m², of which no single use may occupy more than 35% of the total permitted building area on the site.
 - ii) The design appearance and scale of the Centre shall be in harmony with the character of the immediately surrounding residential area and adequate screening and buffering from the adjoining residential area shall be provided where required.
 - iii) No existing designated Convenience Commercial Centre sites within the residential communities or industrial districts south of Dundas Street, with the exception of the West Oak Trails Community and the Iroquois Ridge North Community, will be permitted to expand in size greater than 0.4 hectares.

2.9 GENERAL POLICIES FOR COMMERCIAL LAND

- a) The Town may, at its discretion, implement the 2% parkland dedication provision of the *Planning Act* for commercial development or redevelopment.

3. EMPLOYMENT

3.1 LAND USE

There is one “Employment” land use category and designation established by this Plan.

a) Permitted Uses

The employment land use category permits a wide range of ‘employment’ uses, and includes industrial, office, service employment, service commercial, automobile related, public institutional, entertainment, sport and recreation uses, and also related ancillary retail uses.

It is not expected that the full range of employment uses will be permitted throughout the entire employment designation. This Plan envisions a general distribution and range of employment uses to be permitted in this designation, as set out below in Section 3.1 b), and which is more precisely defined within the Employment District Plans under Part E, Section 2 of this Plan, and implementation through the Town of Oakville Zoning By-law.

b) General Development Framework

The primary focus of the employment designation is to protect for, and establish a range of development opportunities for employment generating industrial, office, and service employment uses. These uses typically serve a client base beyond the local population.

Employment generating industrial, office, and service employment uses will be encouraged to locate throughout the employment designation.

Other permitted employment uses serve to enhance the viability of generating employment uses and opportunities, but are also intended to serve nearby residential areas and the public at large. These population related, or population generated uses rely more on a local market, labour force and client base, but by virtue of the nature, type or size of the operation, do not typically locate in residential communities.

Limited distribution of these uses throughout the employment

designation are contemplated, but are expected to concentrate on lands to the periphery of Employment Districts, in a manner to establish an interface and buffer between employment generating employment uses to the interior of the employment designation, and adjacent residential, commercial and other uses.

The range of permitted employment uses and the general distribution of such uses may be categorized as follows:

i) Light Employment

Light employment uses are permitted throughout the entire employment designation. The range and scale of uses will be sensitive to the adjacency and compatibility with residential neighbourhoods, and permitted employment uses and other uses, or because of visibility and exposure to highway corridors and major roads. All uses are to be within enclosed buildings with no outside storage or outside processing.

Light employment uses include:

- a) light industrial operations, including light manufacturing, assembling, processing, fabricating, repairing, warehousing and wholesaling;
- b) business and professional office uses, medical clinics;
- c) service establishment – employment uses, restaurants, hotels, adult entertainment establishments, financial institutions;
- d) public and institutional uses, vocational schools;
- e) sport and recreation, and place of amusement uses;
- f) automobile related uses, excluding gas stations;
- g) ancillary retail sales
- h) a residential unit for a caretaker.

ii) General Employment

General employment uses are to be restricted to the interior, central portions of the employment designation, in areas less sensitive to the potential negative impacts of these uses by reason of erosion or the emission of noise, odour, dust, gas, fumes, smoke, refuse or water-carried waste, by materials used or aesthetics of the operation, or by reason of the generation of traffic onto Town streets.

General employment uses include the following:

- a) general industrial operations within enclosed buildings including manufacturing, assembling, processing, fabricating, refining, repairing, warehousing and wholesaling;
- b) outside storage, and outside operations incidental to general industrial operations;
- c) transportation terminal, railway spur line; outside storage yard;
- d) waste processing station, waste transfer station.

iii) Transitional Employment

Transitional employment uses are encouraged to locate to the periphery of the employment designation. These uses provide a greater range of employment uses and opportunities to serve both the employer/employee and the public at large. Transitional use areas are intended to establish an interface and buffer between the more intensive concentration of industrial, office, and service employment uses located to the interior of employment designations, with that of adjacent residential, commercial or public open space uses, and major municipal roads.

Transitional employment uses are to be within enclosed buildings, with no outside storage or processing, and includes the following:

- a) light employment uses;

- b) industrial retail uses;
- c) service establishment – commercial uses, commercial schools.

3.2 IMPLEMENTATION

- a) The employment land use category shall be incorporated into all Employment District Plans, establishing a general policy framework for the development and redevelopment of designated employment lands.
- b) A policy statement will be prepared for each Employment District, establishing a general pattern of land use, and giving more specific guidance and direction to the planned location and distribution of permitted “employment uses”; the implementation of development standards; and any special policy considerations that may apply to a given property or area within a District.
- c) It is not intended that the full range of employment uses will be permitted in all locations so designated. The precise range of uses and density of development will be stipulated in the Town’s Zoning By-law.
- d) Development standards will be established in the Zoning By-law to provide for functional and orderly development, to encourage the distribution of uses to desired locations, encourage compatibility of development, and minimize the potential for land use conflict between competing uses.
- e) All development will be subject to the development control provisions pursuant to the *Planning Act*, and comply with all Federal and Provincial regulations.
- f) Site Plan approval will be required for all employment development, and will be diligently applied to achieve desired high development and design standards, landscaping and buffering, and compatibility with adjacent properties and uses. Property Standards and Noise and Nuisance By-laws, and any other municipal by-law will be strictly applied to achieve desired development.
- g) The amount of employment land designated in this Official Plan is related to the amount of industrial and office employment required by the municipality to achieve activity rate policy goals, and to maintain a competitive supply of vacant and marketable employment lands. The municipality will strive to maintain a minimum 15-year supply of vacant

employment lands.

- h) Employment land will be developed on the basis of full urban servicing being available; however, beyond this constraint, no other development phasing constraints will be imposed on employment designated land.
- i) Oakville will encourage the early provision of services to employment lands so that the amount of vacant serviced land will meet or exceed the projected demand.
- j) No new areas of employment land will be considered for designation unless adequate separation from existing or proposed residential land uses can be provided.
- k) The Town may only consider the redesignation of lands within the employment designation for non-employment generating uses if, in addition to all other land use compatibility criteria:
 - There is a demonstrated need for the proposed non-employment generating land use.
 - The redesignation will not compromise the achievement of the long-term activity rate objective.
 - There exists a sufficient inventory of appropriately designated employment generated land.
 - There exists a shortfall in the inventory of appropriately designated non-employment generating land.
 - The site's physical and natural characteristics, development constraints and location justify the consideration of a non-employment generating land use, and
 - The intensity and characteristics of the proposed non-employment generating land use do not detrimentally impact on the viability, desirability or proper servicing of existing and future employment generating land uses in the surrounding area.
- l) Oakville will cooperate and assist other levels of government in efforts to promote employment development in the town.

- m) The Town may, at its discretion, implement the 2% parkland dedication provision of the *Planning Act* for the development or redevelopment of employment lands.

3.3 GENERAL POLICIES

- a) The range and scale of uses permitted within the employment designation may be limited or restricted in certain locations, and specific by-law standards and provisions related to scale, massing, height, density of development, building design, buffer, screening, and landscaping may be established to ensure:
- protect the amenity of residential neighbourhoods and adjacent properties and uses;
 - encourage greater design initiatives and prestige development and employment generating opportunities along the QEW and 403 Highway corridors, and other major roads;
 - protect the overall character and viability of the employment designation for industrial, office and service employment generating uses, and to ensure that the functional characteristics of the employment designation are not basically altered by uses intended primarily to serve the public at large;
 - encourage and enhance compatible streetscapes, and open space linkages;
 - encourage compatibility of uses;
 - encourage “gateway” and District design and development features on all employment lands adjacent to highway corridors, and District and municipal boundary roads.
- b) All development on a lot will be at a scale compatible with adjacent uses and will not exceed a maximum floor area of one times lot area, unless otherwise specified.
- c) A high degree of building design will be required, and all undeveloped parts of lots shall be landscaped.
- d) Buffering and landscaping may be required to ensure visual and physical separation and compatibility between employment and adjacent non-employment uses, and between adjacent employment uses themselves. Fencing and masonry walls will be required where necessary to ensure

separation and safety.

- e) In all cases where employment lands abut residential designated land, a landscaped buffer strip of not less than 7.5 metres shall be provided on the employment lands; and where abutting arterial roads, a minimum 3 metre landscaped buffer shall be provided on the employment lands.
- f) In any yard abutting the QEW or 403 Highway corridors, a minimum 5 metre landscaped buffer strip shall be provided on the employment lands, and greater landscaping requirements established.
- g) Limited access to arterial roads, and shared parking aisles, ingress and egress will be encouraged. Access to the interior of Employment Districts will be restricted to street intersections where feasible.
- h) Where permitted, the location and scale of outside storage and outside operations will be strictly limited, and will ensure appropriate and adequate screening from public view along all roads, and separation from adjacent properties and residential neighbourhoods.

No outside storage will be permitted in a required front yard.

Outside operations ancillary to general industrial operations will be limited to rear building yards, and separated from residential properties by a minimum distance requirement.

- i) Retail sales and administrative office uses are permitted ancillary to any employment use, provided they are located on the same lot, and are to be clearly subordinate to and support the main use to which they are affixed. Ancillary retail sales are to be located within the same building unit of the main use.
- j) On a lot abutting a rail right-of-way, any business and professional office uses shall be subject to minimum building setbacks, and mitigating noise attenuation and vibration measures.
- k) Any development within 200 metres of a high pressure natural gas pipeline right-of-way will first consult with TransCanada pipeline.

4. GREENLANDS

Introduction

Greenlands generally refer to lands left in an undeveloped or parkland state for natural area preservation, conservation, hazard land, recreation uses, cemeteries and open space. The plan envisages an integrated Greenlands system which provides a continuous linkage between parks, open spaces, natural areas and the waterfront. Greenlands are organized under three designations:

Parkland
Private Open Space
Natural Areas

There are six classifications of municipal parkland set aside primarily for specific educational, recreational or cultural use of either an active or passive nature. They are as follows:

- community park,
- neighbourhood park,
- tableland woodlot park,
- community link park,
- major valley park; and
- minor valley park.

On the Land Use schedules in each of the Community Plans, all community and neighbourhood parks are identified and designated as “Parkland”, except where that parkland contains natural features identified in Part D, Section 4.3, and shown on Figures “F1” and/or “F2”, in which case the natural features are subject to the “Natural Area” land use designation. Notwithstanding the above, all parkland located at the harbours of the Sixteen Mile and Bronte Creeks are designated “Parkland” irrespective of containing natural features identified in Part D, Section 4.3 and shown on Figure “F1” and/or “F2”.

For the convenience of mapping, only “Parkland” designations of 6 hectares or greater, and only those natural features being the Sixteen Mile

Creek, the Bronte Creek and the Joshua's Creek Valleys are identified on the General Land Use Schedule, Figure "B".

The Private Open Space designation includes all lands maintained in a natural or parkland state for private usage such as golf courses and privately operated cemeteries, except for private land containing natural features identified in Part D, Section 4.3 and shown on Figures "F1" and/or "F2", in which case the natural features will be subject to the "Natural Area" designation.

The "Natural Area" designation contains all natural features including:

- Areas of Natural and Scientific Interest (ANSI),
- wetlands,
- valley lands,
- watercourses,
- floodplains,
- Environmentally Sensitive Areas (ESA),
- significant woodlands,
- wildlife habitat,
- wildlife corridors, and
- associated buffer areas.

All natural features are identified separately on Figures "F1" and/or "F2", Natural Features schedules, but are all designated "Natural Area" on the Community Land Use Schedules.

Although the main purpose for "Natural Area" designations is for preservation of native plant and animal species, wildlife habitat, ecological processes, maintenance of biological diversity and erosion and flood control, they also may have some recreational amenity for paths, trails, and education, contribute to a continuous greenway system, and may be acquired and utilized for municipal parkland or other public recreational purposes.

Municipal parkland located within and designated “Natural Area” includes tableland woodlot parks, community link parks, major valley parks, and minor valley parks.

The Regional Greenlands System as designated in the Official Plan for the Halton Planning Area is contained within the “Natural Area” designation, except for parts of the Greenlands System contained within the Parkway Belt West designation as shown on Schedule “B.”

4.1 PARKLAND

The “Parkland” designation delineates all municipal Community and Neighbourhood parks, except those portions of parkland containing natural features identified in Part D, Section 4.3 and shown on Figures “F1” and/or “F2”, in which case the natural features are subject to a “Natural Area” designation.

Notwithstanding the above, all parkland located at the harbours of the Sixteen Mile and Bronte Creeks are designated “Parkland”, irrespective of whether they contain natural features identified in Part D, Section 4.3 and shown on Figures ‘F1’ and/or ‘F2’.

4.1.1 USES

The range of uses permitted in the Parkland designation includes:

- public parks,
- active or passive indoor and outdoor recreational uses,
- garden plots,
- greenhouses,
- conservation uses,
- cemeteries,
- plant nurseries,
- cultural uses,
- pedestrian linkages,

- bicycle trail systems,
- other special purpose uses and similar uses,

all to be operated or authorized by a public agency.

4.1.2 POLICIES

- a) The “Parkland” designation consists of Community Parks and Neighbourhood Parks. These are the parks that meet the community’s needs for primarily active parkland and associated facilities.

The classification of municipal parks designated “Parkland” is summarized in this section, but for greater detail, defined maintenance categories, and specific geographic location by type, reference should be made to the Oakville Parks, Culture and Recreation Strategic Plan. The Town will endeavour to acquire this parkland which meets various sizes and configurations in order to permit and contribute to an efficient parks and greenlands system.

Community and Neighbourhood parks are described as follows:

- i) Community Park

This parkland is developed at the highest level of facility provision. Typically, parkland with lighted and irrigated sports fields, and hard surfaced Town Squares are included. These parks have no standard area, but by function, serve as gathering places for all the citizens of Oakville and as sport tournament locations.

As a general rule, Community parks will be maintained as ‘active parkland’, although there may be areas within a Community park maintained as ‘natural parkland’.

- ii) Neighbourhood Park

Neighbourhood parks are located throughout the Town and provide a basic level of outdoor recreational experiences. Typically, these parks will contain creative playground apparatus, unlighted sport fields, as well as general use open space and parkettes.

As a general rule, Neighbourhood parks will be maintained

as 'active parkland', although there may be areas within a Neighbourhood park which are maintained as 'natural' or 'meadow' parkland."

- b) The Town shall endeavour to supply parkland on the basis of 2.2 hectares per 1,000 persons for "Parkland" consisting of Community and Neighbourhood parks. This standard should not be interpreted to be rigid or inflexible.
- c) The Town shall endeavour to use only native plants in natural areas.
- d) The Town shall reduce, where appropriate, the amount of grassed area that is cut within municipal parks, open spaces, greenways and recreational areas and allow naturalization of these areas.
- e) Harbours

Harbours consist of the Oakville Harbour at the mouth of the Sixteen Mile Creek and the Bronte Harbour at the mouth of the Bronte Creek. It is the intent of the Plan to promote the most suitable uses of the harbours for pleasure boating and other public activities.

Master Plans shall be prepared for both Oakville and Bronte Harbours. These Plans shall consider at least the following items:

- parking and vehicular circulation; integration of pedestrian circulation internally and externally to surrounding neighbourhoods and commercial uses;
- development of an overall landscaping plan including a planting program;
- development of an overall planting program to screen negative site features and improve overall visual appearance;
- development of special cultural and historic theme areas and displays.

Commercial uses serving the harbour and its users, including marine storage and service, offices and restaurants, will be encouraged.

- f) The Linear Waterfront Park System will generally form a linear corridor of open space along the Lake Ontario shoreline consisting of a series of municipal Community and Neighbourhood parks, to be linked by cycle paths, pedestrian walkways and scenic drives where appropriate. When combined, this linear waterfront park system will form a continuous linear strip of public parkland, minimum 15 metres in width, on the Lake Ontario waterfront across Oakville.
- i) The Town will create, where appropriate, as part of the Linear Waterfront Park System, a continuous strip of public parkland along the Lake Ontario waterfront across Oakville by acquisition, reservation or in cases of development or redevelopment of lakefront land by dedication.
 - ii) For the purposes of acquisition of the Linear Waterfront Park System, development or redevelopment of lakefront land does not include:
 - a) the enlargement or modification of an existing house,
 - b) the replacement of an existing house with another house,
 - c) the construction of a new house on an existing lot of record,
 - d) the granting of a consent to sever for the purpose of adjusting lot boundaries, creating rights-of-way or easements or other similar consents which do not have the effect of creating a new lot upon which a house could be constructed or increasing the density upon the property,
 - e) properties with more than one legally existing house at the date of the adoption of Official Plan Amendment No. 10, which is the date of passing of By-law 1987-93 on March 19, 1987.
 - iii) Where the development or redevelopment of lakefront land is contemplated other than that identified in Section 4.1.2, Subsection f) ii) above, the parkland dedication policies pursuant to Section 4.1.3 a), b), c) and d) will apply.

- iv) An overall waterfront parks linkage plan as part of the Linear Waterfront Parks System shall be developed including consideration of bicycle paths, pedestrian walkways and scenic drives where appropriate. This plan shall link Community and Neighbourhood Parks, Harbours and intersecting creek valleys through an interconnected system of greenlands.
- v) Development of Community and Neighbourhood Parks will be conducted in accordance with the policies of the Halton Region Official Plan and the Halton Region Waterfront Park Master Plans and will be integrated with the Lake Ontario Waterfront Trail and Greenway Strategy.
- vi) The Town may enter into partnership agreements with Halton Region, the appropriate Conservation Authority, and senior levels of government for the development, financing and/or operation of each park along the waterfront.
- vii) Where the siting or size of a development or redevelopment of lakefront land warrants, the Town will require the proponent to minimize any adverse effect to on-shore breezes and views of Lake Ontario from public places such as roads, parks and trails.
- viii) On lands adjacent to Lake Ontario, development will generally be directed to areas outside of hazard lands which are impacted by flooding, erosion and/or dynamic beach hazards.
- ix) On lands adjacent to Lake Ontario, development and site alteration will not be permitted within defined portions of the dynamic beach.
- x) Except as provided in Part D, Section 4.1.2, Subsection f), paragraph ix), development and site alteration may be permitted in hazardous lands, provided that all of the following can be achieved:
 - a) the hazards can be safely addressed, and the development and site alteration is carried out in accordance with established standards and procedures;

- b) new hazards are not created and existing hazards are not aggravated;
- c) no adverse environmental impacts will result;
- d) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies; and
- e) the development does not include institutional uses or essential emergency services or the disposal, manufacture, treatment or storage of hazardous substances.

4.1.3 IMPLEMENTATION

- a) As a condition of development of land, Oakville may require the conveyance of land to the Town for park for other public recreational purposes based on the following criteria:
 - 5 percent of the land proposed for residential development or redevelopment; or
 - 1 hectare of land for each 300 dwelling units proposed for development or redevelopment; and
 - 2 percent of the land proposed for commercial or industrial development or redevelopment.
- b) In order to conform to the overall objective of an open space system with linkages, and to allow flexibility in allocating parkland, Oakville may, at the Town's discretion, request cash payment in lieu of land for park purposes to the value of land otherwise required to be conveyed; such cash will be placed in a park trust fund to be expended in accordance with the provisions of the *Planning Act*. The Town may also exchange lands, or accept lots-in-lieu. The proceeds may be applied to the acquisition of parkland or construction of facilities in other areas if considered more appropriate to serve the needs of a coordinated open space system envisaged in this Plan.
- c) The Town will generally not accept as part of the minimum parkland conveyance referred to in Part D, Section 4.1.3 (a) above, lands required for drainage purposes, stormwater management facilities, connecting walkways, greenway links, lands for purposes of

shoreline protection works, lands susceptible to flooding, steep valley slopes, hazard lands, wetlands, associated buffer areas including top-of-bank setbacks, other natural features as identified in Part D, Section 4.3, and other lands unsuitable for development.

- d) All lands conveyed to the Town shall be conveyed in a physical condition satisfactory to the Town considering the anticipated park use.
- e) The Town may request the Province of Ontario to lease or convey to Oakville, for parkland purposes, lands contained within the Parkway Belt that are residual to the essential functions of the Parkway Belt West Plan or within areas delineated for open space by the Town of Oakville Parks and Recreation Department.
- f) The Town may request the Province of Ontario to assist in the provision of recreational facilities which have a Provincial or Regional significance.
- g) The Town shall encourage the Government of Canada to assume a greater responsibility in the provision of land and facilities for recreation and public use, particularly along the Lake Ontario waterfront.
- h) The Town shall continue to develop passive parkland and trail systems throughout the municipality.
- i) Linear Waterfront Park System – Implementation
 - a) In cases of the development or redevelopment of lakefront land, the Town will, by dedication or by using its other available powers, acquire a linear strip of land generally 15 metres in width along the waterfront from the stable top-of-bank to be determined in conjunction with Conservation Halton. This linear strip of land will form a part of the Linear Waterfront Park System. The Town will calculate the area of the linear park strip and apply the area to the parkland dedication requirement provided for in the Planning Act and this Plan. If the linear strip would exceed the parkland dedication requirement provided for in the Planning Act and this Plan, then the Town will compensate the owner for the surplus. The owner will be compensated for land required under the shoreline protection policies of this Plan on the basis of the value of such hazard lands.

- b) In all cases where a portion of the Linear Waterfront Park System is to be created, a clear identification of public and private property shall be established by means of appropriate landscaping, signing, fencing, a public road between the park and residential lot, or any combination of these means for the purpose of creating a physical or legal separation between the park area and private property. In establishing the appropriate means of separation, the Town will consult with the nearby property owners.
- c) Where the Town establishes parks along the Lake Ontario waterfront, it is the policy of the Town to use its available powers in respect of traffic, parking and noise control to minimize impacts upon nearby private properties arising from the use of the waterfront parkland.
- d) When developing the Community and Neighbourhood Parks, the Town will have regard for the impacts upon the privacy of the existing private homes adjacent to the Community and Neighbourhood Parks.
- e) Where the Town proposes to dispose of land acquired for waterfront park purposes, it shall be offered first to abutting property owners.
- f) Nothing in this Plan shall be construed as justifying parkland dedication which is not reasonable having regard to the nature of the development or redevelopment of the lakeshore land which is proposed.
- g) Oakville will generally not accept as part of the minimum parkland conveyance referred to in Part D, Section 4.1.3 (a), lands required for drainage purposes, lands for purposes of shoreline protection works, lands susceptible to flooding, steep slopes, hazard lands, connecting walkways and other lands unsuitable for development or redevelopment of lakefront land.
- h) The Town will negotiate public access with landowners who are willing to enter into access agreements in conjunction with the Conservation Halton, and Halton Region.
- i) The construction of buildings or structures or the creation of lots intended for building purposes will not be permitted within lands susceptible to flooding or erosion, except where

buildings or structures are intended for flood and/or erosion control and meet the mutual requirements of Oakville, the Conservation Authority having jurisdiction and the Ministry of Natural Resources. Minor structures related to a recreational use, such as picnic shelters, may be permitted subject to approval of the Conservation Authority and the Town of Oakville.

- j) In all cases of development or redevelopment of lakefront land, the Town will require suitable shoreline protection works to be constructed by the owner, if such protection work is deemed necessary by an engineer. Such protection work and an easement for access suitable for maintenance will be required to be dedicated to the Town to ensure the long-term maintenance of the protection works.
- k) Whenever possible, the Town shall consider planning solutions for shoreline protection in preference to hard structures to minimize further “hardening” of the shoreline.
- l) All development or redevelopment of lakefront land will require site plan approval. All applications for such development or redevelopment of lakefront land shall include landscape plans which attempt to give a natural appearance to the shoreline.
- m) In all cases of development or redevelopment of lakefront land, building setbacks sufficient to assure the long-term safety of the structure shall be established in consultation with the Conservation Halton and the Ministry of Natural Resources. In addition, sufficient building setbacks shall be required to provide for the implementation of the Linear Waterfront Park System, as well as an appropriate setback therefrom.
- n) The Town shall restrict private development or redevelopment of lakefront land from the placing of fill in Lake Ontario, and shall permit only open space uses, docks, and erosion protection works on water lots, subject to the approval of the Conservation Halton and the Ministry of Natural Resources.
- o) On all lands adjacent to the Lake Ontario shoreline required to be conveyed to the Town for park purposes under the provision of the Planning Act, the Town may require the

owner to provide suitable shoreline protection to the satisfaction of the Conservation Halton, the Ministry of Natural Resources, and the Town of Oakville.

4.2 PRIVATE OPEN SPACE

4.2.1 USES

Where lands have been designated as Private Open Space, the predominant use shall be for conservation and outdoor recreation purposes. Such uses as:

- plant nurseries,
- garden plots,
- golf courses,
- driving ranges,
- cemeteries,
- existing agriculture,
- managed forests, and
- similar low density, low intensity uses shall be permitted.

4.2.2 POLICIES

- a) The development of private parks may be permitted in locations where the natural environment, access and adjacent uses are compatible. Such developments, where appropriate, will require site plan approval.
- b) Where any lands designated for Private Open Space are under private ownership, this Plan does not indicate that this land will necessarily remain as open space indefinitely, nor shall it be construed as implying that open space areas are free and open to the general public or will be purchased by the municipality.
- c) Where proposals to develop any such lands that are in private ownership are made and the municipality does not wish to purchase such lands in order to maintain the open space, then an application for the redesignation of such land for other purposes will

be given due consideration by the municipality.

4.3 NATURAL AREAS

4.3.1

a) Description

It is intended that Natural Areas serve to protect and enhance the natural ecosystem and to maintain biological diversity within Oakville. In this role, Natural Areas shall contain one or more of the following natural features:

- i) Areas of Natural and Scientific Interest (ANSI),
- ii) wetlands,
- iii) watercourses,
- iv) Environmentally Sensitive Areas (ESA),
- v) valleylands,
- vi) significant woodlands, or
- vii) significant associated buffer areas.

Natural Areas may also contain areas which are essential to the functioning of natural processes including:

- i) floodplains, and
- ii) natural corridors and areas of wildlife habitat.

b) Uses

Permitted uses in all Natural Area designations shall include, subject to Part D, Section 4.3.2 (b) and 4.3.2 (c), the following uses:

- i) conservation areas
- ii) Forests that are subject to a management agreement
- iii) wildlife and fisheries management areas

- iv) essential public works including transportation, utility, watershed management and flood and erosion control facilities
 - v) passive recreation features such as trails, walkways, and bicycle paths
 - vi) natural interpretive centers
 - vii) municipal tableland woodlot parks, community link parks, major valley parks, and minor valley parks,
 - viii) accessory buildings
- c) Four classifications of municipal parkland are located within and identified under the “Natural Area” designation, as follows:
- tableland woodlot parks,
 - community link parks,
 - major valley parks, and
 - minor parks

These are the parks that meet the community’s needs for primarily passive parkland and associated facilities.

The classification of municipal parks designated “Natural Area” are summarized in this section, but for greater detail, defined maintenance categories, and specific geographic location by type, reference should be made to the Oakville Parks, Culture and Recreation Strategic Plan. The Town will endeavour to acquire this parkland which meets various sizes and configurations in order to permit and contribute to an efficient parks and greenlands system.

This parkland is described as follows:

i) Tableland Woodlot Parks

Tableland Woodlot Parkland is residual wooded lands that have been incorporated into the urban park system. These woodlots are not within valleys although they may be on tableland adjacent to valleyland.

ii) Community Link Parks

Community Link Parkland are linear parks which are usually utility corridors such as hydro or gas, but may also provide linkages and greenway links to connect or extend the parks system.

Generally, Community Link Parkland is maintained as “meadow parkland” but in some instances, small areas could be classified as “active parkland” or “natural parkland”.

iii) Major Valley Parks

Major Valley Parkland is parkland associated with the two major river valleys in the Town, the Sixteen Mile and Bronte Creeks, excepting those valley areas at the harbours of Lake Ontario, which are classified as Community park.

Major Valley Parkland is so extensive that all three maintenance categories can be present. However, the dominant category is “natural parkland”.

iv) Minor Valley Parks

Minor Valley parkland consists of the numerous small creek valleys throughout the Town. Only the Sixteen Mile and Bronte major creek valleys are excluded.

Minor Valley Parkland is generally classified as “natural parkland”.

- d) Notwithstanding Part D, Section 4.3.1 b) of the Town of Oakville Official Plan, a golf course is a permitted use within the "Natural Area" designation on lands known locally as the Glen Abbey Golf Course, the golf course being located within Parts 1, 2, 3 and 4 on Plan 20R-5071, Parts 1, 3, 4 and 5 on Plan 20R-5211, and Part I on Plan 20R-9077. Any development or redevelopment of the existing golf course within the "Natural Area" designation and significant associated buffer area, that would result in a substantial change to the usability or intensity of use of the existing golf course, or the restoration and/or rebuilding of the use of the land to its previous condition in the event of a natural disaster damaging or destroying part or all of the existing use, that might negatively impact on the natural features or the "Natural Area" designation on

the site, will be subject to the following:

- a) site plan approval; and/or
- b) the owner demonstrating, to the satisfaction of the Town, by way of an Environmental Impact Statement, that erosion and any adverse impacts to water quality, water quantity, slope stability, wildlife habitat, existing vegetation and drainage will be minimized and existing valley slopes will not be disturbed. Necessary mitigation measures shall be implemented to the satisfaction of the Town;
- e) Notwithstanding the policies contained in Part D, Section 4 of the Town of Oakville Official Plan, in the event of a natural disaster damaging or destroying part or all of an existing private open space use on lands designated "Natural Area", the owner, being Appleby College, shall be permitted to rebuild and/or restore the use to its previous condition subject to the owner demonstrating, to the satisfaction of the Town, by way of an Environmental Impact Statement, that erosion and any adverse impacts to water quality, water quantity, slope stability, wildlife habitat, existing vegetation and drainage will be minimized and existing valley slopes will not be disturbed by the proposed redevelopment. Necessary mitigation measures shall be implemented to the satisfaction of the Town.

Once filed, the EIS will be processed as expeditiously as possible by the municipality in order to minimize, as much as possible, the disruption or discontinuity of the established use on the subject property.

4.3.2 POLICIES

General

- a) Existing uses and built features within a Natural Area shall be permitted to remain subject to the policies of this section.
- b) Public works shall be located outside Natural Areas, unless it is demonstrated that there is no reasonable alternative and then only if such works meet the requirements of Part D, Section 4.3.2 (c).
- c) Those new or expanded uses identified in Part D, Section 4.3.1 (b) which are not subject to the Environmental Assessment Act, shall be permitted provided that, as a condition of development approval,

an Environmental Impact Statement (EIS), as outlined in Part F, Appendix I, is undertaken; the use will not significantly impact any of the natural features or functions contained within the Natural Area designation; and alternative methods and measures for minimizing impacts have been considered.

- d) Figures "F1" and "F2" indicate the general locations of each of the known natural features which are located within Natural Area designations. Figures "F1" and "F2" may be updated as additional features are identified, through a subwatershed study, a natural feature study, secondary planning study, or through the development approval process, without amendment to this Plan, provided that the addition, modification, or deletion of a natural feature does not require an alteration to the boundaries of an existing Natural Area designation.
- e) Subwatershed Plans shall be the primary mechanism for identifying areas and systems of environmental or natural features prior to urban development. The general requirements of Subwatershed Plans are outlined in Part C, Section 10.5 and in Part F, Appendix II. The Town shall prepare and adopt Secondary Plan policies having regard to the recommendations of subwatershed studies.
- f) The Town shall update current inventories of natural features and natural systems prior to the approval of any Secondary Plan. The inventory shall be undertaken as part of a natural features study or as part of Subwatershed Plans. The inventory studies shall use an ecosystem approach to:
 - i) evaluate the natural health and sustainability of the natural areas;
 - ii) classify natural features into areas where either no development is permitted or development may be permitted only if it does not significantly impact the features or the ecological functions for which the features were identified having regard for the relationship of the feature to other local features and to the local ecosystem;
 - iii) identify opportunities for ecological restoration that will contribute to the long term viability of the area; and

- iv) recommend measures to mitigate potential impacts to the natural features from development.
- g) Natural features classified as areas where no development is permitted shall be designated as Natural Area.

Natural features classified as areas where development may be permitted shall be designated as Natural Area but identified as "Requiring Further Study" on the Community Plan schedule. This classification does not mean that these features may cease to exist as a result of development.

When determining the category of a natural feature, regard shall be had for the policies contained in Part D, Sections 4.3.2.1 to 4.3.2.7. These features will be identified on Figure "F1" or "F2".

- h) Designated Natural Areas where no development is permitted shall be zoned to prohibit the erecting, locating, or using of all or any class or classes of buildings or structures.
- i) For development applications within a Natural Area designation identified as "Requiring Further Study", an Environmental Impact Statement shall be prepared by the applicant to determine the type of development that is compatible with the natural feature. Lands will not be permitted to be redesignated unless it can be demonstrated through an Environmental Impact Statement that the development will:
 - i) not significantly impact the integrity of the natural features;
 - ii) not significantly impact the ecological functions of the area;
 - iii) not contravene any of the established limitations to development as set out in Part D, Sections 4.3.2.1 to 4.3.2.7.
- j) When evaluating an amendment for redesignation of a Natural Area or for proposals for development within or partly within a natural feature not identified under Part D, Section 4.3.2 (f) the proponent shall follow the procedure for evaluation of Natural Areas set out in Part D, Sections 4.3.2 (f), 4.3.2 (g) and 4.3.2 (h).
- k) Development shall not be permitted on lands adjacent to a Natural Area designation or a natural feature described in this section if it significantly impacts the integrity of the feature or the ecological functions for which the feature is identified (or other limitations to

development as set out in Part D, Sections 4.3.2.1 to 4.3.2.7).

- l) Where a Subwatershed Plan has not been prepared, development proposals within or on lands adjacent to a Natural Area or a natural feature will not be approved until the Town is satisfied, through the preparation of an Environmental Impact Statement, that the development can be sensitively located and designed to integrate with the natural environment as much as possible.
- m) On lands adjacent to a Natural Area designation or a natural feature, established agricultural activities shall be permitted without an Environmental Impact Statement.
- n) The Town may undertake to identify, map and evaluate the natural health and sustainability of the natural features within developed areas south of Dundas Street and to prepare remediation measures to restore or rehabilitate these natural areas. Once mapped, these features will be identified on Figure "F1" or "F2".
- o) Some natural features and systems within developed areas south of Dundas Street may have become degraded because of urban uses and activities. Appropriate studies may be undertaken to evaluate the overall health of natural features and assess the need or opportunity for restoration of these areas in conjunction with the Region and the appropriate Conservation Authorities.
- p) The Town shall cooperate with the Region, Conservation Authorities, local interest groups, and neighbouring municipalities in the creation of a continuous, interconnected trail system within the Natural Area and Parkland designations subject to Part D, Section 4.3.2 (c).
- q) The specific boundaries and appropriate buffers of a natural feature shall be identified through an Environmental Impact Statement, a natural features study or a Subwatershed Plan.
- r) The Town shall cooperate with Halton Region and the Conservation Authorities to identify, designate, protect, conserve and remediate newly identified and already identified natural features.

4.3.2.1 VALLEYLANDS

- a) Valleylands are included as part of the Natural Areas designation. The general location and boundaries of known Valleylands are

indicated on Figure "F1".

- b) The Natural Area designation generally delimits all lands within a valley, from top-of-bank to top-of-bank and all lands within a defined setback from the top of the valley bank as identified in Part D, Section 4.3.2.1 (c) and (d). The precise limits of the top-of-bank shall be determined at the time of development application through consultation with the Conservation Authorities.
- c) The valleylands shown on Figure "F1" which are subject to the policies of this section include the major valleys known as Sixteen Mile Creek, and the Bronte Creek and the minor valleys and tributaries known as Fourteen Mile Creek, Joshua's Creek, McCraney Creek, Taplow Creek, Glen Oak Creek, Osenego Creek, Shannon Creek, Munn's Creek, Morrison Creek, Sheridan Creek, Sheldon Creek, Wedgewood Creek, both upper and lower Morrison Creek systems.
- d) No development shall be permitted within the valley or within 15 metres of the top-of-bank of major valleys and 7.5 metres of the top-of-bank of other minor valleys except for compatible recreational uses, essential public works and utilities subject to the requirements of Part D, Section 4.3.2 (c). Compatible recreational uses are identified in Part D, Section 4.3.1 (b). Setbacks greater than the above requirements may be required in areas of highly erodible or unstable slopes and shall correspond to the one hundred year erosion limits.
- e) Where feasible, the lands below the top-of-bank shall be maintained in a natural state. In cases where these lands have been impacted by agriculture or urban uses, efforts shall be made to naturalize the lands where appropriate.
- f) No development, alterations to watercourses, or filling, except where permitted by the Conservation Authorities, shall be permitted within the valley.
- g) Where a Subwatershed Plan has not been prepared, all development on lands adjacent to a valley must demonstrate through an Environmental Impact Statement, that erosion and any adverse impacts to water quality, slope stability, wildlife habitat, existing vegetation and drainage will be minimized and existing valley slopes will not be disturbed. Specific geotechnical studies may also be required to demonstrate that long term slope integrity

can be maintained.

- h) Where appropriate, trails will be developed in valleys for pedestrians and cyclists.
- i) The Town of Oakville Zoning By-law shall establish appropriate setbacks from the top-of-bank for above ground and underground structures, parking lots and other man-made features. Such setbacks will minimize encroachment upon the natural scenic resource of the valley, prevent slope instability and minimize environmental disruption.

4.3.2.2 RIVERINE FLOOD PLAINS

- a) Riverine Flood Plains are included as part of the Natural Areas designation. The general location and boundaries of known Flood Plains are indicated on Figure "F2". The precise delineation of Flood Plains are shown on Flood Plain mapping available from the Conservation Authorities.
- b) The limit of Flood Plains within Oakville are defined by the regulatory flood resulting from the Hurricane Hazel storm or the one hundred year flood, whichever is greater.
- c) The Town recognizes the one zone concept for Flood Plains as established by the Conservation Authority. As such, no new development which is susceptible to flood damage or flood risk or which will cause adverse impacts to existing upstream or downstream development shall be allowed within Flood Plains, except the following:
 - i) flood or erosion control structures;
 - ii) utilities and other related facilities which by their nature must be located near water or traverse watercourses;
 - iii) recreational facilities and ancillary facilities of an adjacent land use which are of a passive, non-structural nature and do not adversely affect the ability of the Flood Plain to pass flood waters;
 - iv) existing low density housing. This housing may remain and be replaced if the replacement building is protected by acceptable floodproofing actions or measures in

accordance with the Conservation Authorities' standards.

- v) existing buildings in the Flood Plain, other than low density housing. These structures may only be replaced if the property can be flood-proofed and flood remedial work can be done to effectively remove the site from the Flood Plain to the satisfaction of the Conservation Authorities and if the site is not within Valleylands or within the applicable top-of-bank setback.

4.3.2.3 WETLANDS

- a) Wetlands are included as part of the Natural Areas designation. The general location and boundaries of known Wetlands are indicated on Figure "F2".
- b) Development shall not be permitted within Provincially Significant Wetlands as determined by the Ministry of Natural Resources. Provincially Significant Wetlands are comprised of Class 1, 2 and 3 wetlands.
- c) Development shall not be permitted in regionally and locally significant wetlands, comprised of Class 4 to 7 wetlands, if it:
 - i) significantly impacts the wetland functions for which the natural feature was identified;
 - ii) results in the loss of wetland function;
 - iii) results in subsequent demand for future development which will significantly impact on existing wetland functions;
 - iv) conflicts with existing wetland management practices; or
 - v) results in loss of contiguous wetland area.
- d) Where a Subwatershed Plan has not been prepared, the level of potential impact that may occur to a Wetland will be determined through an Environmental Impact Statement which addresses Part D, Section 4.3.2.3 (c) i) to v). In such cases, a proponent of any development wholly or partially in a regionally or locally significant wetland (Class 4 to 7) will be required to carry out an Environmental Impact Statement.

- e) Development proposed on lands within 120 metres of an individual wetland area or on lands connecting individual wetland areas within a wetland complex, that was not considered during a Subwatershed Planning study, will be required to carry out an Environmental Impact Statement to show that it will not result in any of the potential impacts set out in Part D, Section 4.3.2.3 (c).

4.3.2.4 AREAS OF NATURAL AND SCIENTIFIC INTEREST (ANSI)

- a) Areas of Natural and Scientific Interest (ANSI) are included as part of the Natural Areas designation. The general location and boundaries of known Areas of Natural and Scientific Interest are indicated on Figure "F2".
- b) Areas of Natural and Scientific Interest are defined as lands that contain natural landscapes or features which have been identified as having values related to natural heritage protection, scientific study, or education and contain representative earth science and/or natural processes typical of those which were instrumental in forming Halton's landscape (i.e. the Iroquois Shoreline). Depending upon the features of particular areas, they may be referred to as life science or earth science sites. These areas vary in their level of significance and their vulnerability to environmental impacts.
- c) Development will not be permitted within Provincially Significant Areas of Natural and Scientific Interest (both Life Science and Earth Science) as determined by the Ministry of Natural Resources.
- d) Development will not be permitted in regionally and locally significant Areas of Natural and Scientific Interest if it significantly impacts the long term preservation of the feature and the functions for which it was defined.
- e) Where a Subwatershed Plan has not been prepared, the level of potential impact that may occur to an Area of Natural and Scientific Interest will be determined through an Environmental Impact Statement. In such cases, a proponent of any development wholly or partially in regionally or locally significant Areas of Natural and Scientific Interest will be required to carry out an Environmental Impact Statement.
- f) Proponents of development proposed on lands within 120 metres of a provincially, regionally or locally significant Area of Natural and Scientific Interest, that was not considered during a Subwatershed Planning Study, will be required to carry out an Environmental

Impact Statement to show that it will not significantly impact the long term preservation and functions for which the Area of Natural and Scientific Interest was defined.

4.3.2.5 ENVIRONMENTALLY SENSITIVE AREAS

- a) Environmentally Sensitive Areas (ESA) are included as part of the Natural Areas designation. The general location and boundaries of known Environmentally Sensitive Areas are indicated on Figure "F2".
- b) Environmentally Sensitive Areas, in the context of Halton Region, are defined as lands that meet one or more of the ESA criteria set out in the Halton Region Official Plan.
- c) Development within, or adjacent to, an Environmentally Sensitive Area (ESA) will be restricted in accordance with the development policies established in the Region of Halton Official Plan.

4.3.2.6 WOODLANDS

- a) Significant woodlands are included as part of the Natural Areas designation. The general location and boundaries of known significant woodlands are indicated on Figure "F1".
- b) The Town shall not permit development within woodlands which are determined to be significant. Woodlands may include:
 - i) Carolinian Canada sites;
 - ii) Forests that are subject to a management agreement;
 - iii) large contiguous forests which provide relatively undisturbed expanses of natural, native plant communities;
 - iv) woodlands which contain endangered, threatened or vulnerable species based on provincial and national scales of assessment;
 - v) mature tableland woodlands that are relatively undisturbed and that contain forest species representative of Halton Region; and,

- vi) woodlands that meet other criteria as determined appropriate by the Town and the Province.
- c) Where a Subwatershed Plan has not been prepared, the level of potential impact that may occur to a woodland will be determined through an Environmental Impact Statement. In such cases, a proponent of any development wholly or partially inside a woodland will be required to carry out an Environmental Impact Statement.
- d) Proponents of development on lands adjacent to a woodland, that was not considered during a Subwatershed Planning Study, will be required to carry out an Environmental Impact Statement to show that it will not adversely affect the integrity of the feature or the ecological functions that the woodland provides.

4.3.2.7 NATURAL CORRIDORS AND WILDLIFE HABITAT

- a) Natural Corridors and Wildlife Habitat are included as part of the Natural Areas designation. The general location and boundaries of known Natural Corridors and Wildlife Habitat are indicated on Figure "F1".
- b) Natural Corridors are greenways maintained in a natural vegetated or revegetated state which serve as pedestrian or wildlife linkages, provide ecological functions such as habitat, passage, hydrological flow, and connection, and are generally a minimum of 30 metres in width.
- c) Development will not be permitted in the habitat of endangered or threatened species based on provincial and national scales of assessment.
- d) Development will not be permitted in significant natural corridors, in the habitat of vulnerable species and in significant wildlife habitat not containing endangered or threatened species, if it significantly impacts the ecological functions which the area provides or the available habitat of the resident wildlife species as determined through an Environmental Impact Statement.
- e) Where a Subwatershed Plan has not been prepared, the level of potential impact that may occur to Natural Corridors or Wildlife Habitat will be determined through an Environmental Impact Statement. In such cases, a proponent of any development wholly or partially in a Natural Corridor or Wildlife Habitat will be required

to carry out an Environmental Impact Statement.

- f) Development proposed within or on lands adjacent to Natural Corridors or Wildlife Habitat, that was not considered during a Subwatershed Planning Study, will be required to carry out an Environmental Impact Statement to show that it will not significantly impact the habitat quality of the resident wildlife species.

4.3.3 IMPLEMENTATION

- a) The Town shall pursue the preservation, extension and enhancement of Natural Areas through a variety of methods including acquisition, density transfers, land exchange, long-term lease, easement agreements, placing conditions on approval and land trusts among other measures that may be at its disposal.
- b) Where part or all of a Natural Area designation is privately owned, these Official Plan policies do not imply that such land is free and open to the public nor does it imply a commitment to purchase by the Town of Oakville or any other public agency.
- c) Oakville shall continue to consult with the Conservation Halton and the Credit Valley Conservation Authority to acquire lands for conservation and flood and erosion control purposes and to manage such lands to form integral components of municipal greenlands systems.
- d) To ensure the on-going protection, conservation and enhancement of natural features, public awareness of the importance of natural features for the well-being of the community shall be promoted. This promotion shall be conducted by providing information on natural feature protection and conservation and encouraging public education and involvement including land stewardship programs in conjunction with the Region, Conservation Authorities, the Ministry of Natural Resources and other interested persons or agencies.
- e) The Town shall endeavour to establish a system of greenway links in all new communities which will:
 - i) link individual public and private parks and open space rights-of-way in a continuous inter-connected system within a community;
 - ii) provide unobstructed walking and bicycling routes which connect major activity areas, transit lines and residential

neighbourhoods;

- iii) complement natural and man-made linear landscaped features such as watercourses, valleys and Hydro Electric Power Company and pipeline rights-of-way.

5. INSTITUTIONAL

Introduction

The primary groupings of institutional facilities contemplated by this Plan are:

- Educational Facilities
- Major Institutions
- Community Institutional Use
- Group Homes

5.2 USES AND LOCATIONAL CRITERIA

a) Educational Facilities

- i) Educational facilities consisting of elementary and secondary schools are to be located adjoining public parks where possible, central to the units of population served, with sites adequate for buildings, possible future expansion, and recreation facilities. Due consideration will be given to the safety of children and to the protection of the amenity of surrounding development.
- ii) Educational facilities, not specifically permitted by other policies of this Plan, may be permitted in any appropriate designations subject to the above locational criteria and subject to a site specific zoning application.
- iii) Notwithstanding the above, day nurseries may be permitted in any residential, commercial, institutional, industrial, open space, and agricultural land use designation or zone category subject to the following criteria:
 - Site Plan review will be required to ensure the proposed facility is compatible with surrounding uses, by means of buffering, fencing, landscaping, massing, and conceptual design;

- Zoning By-law standards will be developed stipulating minimum yard space, floor area, and parking requirements.
- iv) The size and frontage of the school sites to be designated will be in accordance with the policies of the local school boards. Frontage should be on collector roads.
- v) Sites will be located on lands where the topography and vegetation is suitable for active use.
- vi) Consult with the Medical Officer of Health and other interested agencies concerning the location of educational facilities.
- vii) Commercial and industrial development should be spatially separated from educational facilities.
- viii) Elementary and secondary school sites should be of adequate size to accommodate child care centres, pursuant to Ministry of Education policy. The facilities required are building space, outdoor play areas, parking and drop-off areas.

b) Major Institutions

- i) Major institutions include hospitals and post-secondary educational establishments, such as universities and community colleges, and other major government operated or funded facilities.
- ii) Major institutional uses will be located in areas protected from incompatible adjacent uses and unnecessary noise levels.
- iii) Major institutional uses will be located and planned so that the adverse effects on adjoining residential areas are minimized.
- iv) New major institutions will be located on or near an arterial roadway and will be served by a transit route where possible.

- v) Residential facilities associated with the major institutional use will be permitted.

- c) Community Institutional Use

- i) Community institutional uses are buildings or groupings of buildings and sites to accommodate such facilities as fire and police stations, libraries and public auditoria, medical clinics, day nurseries, places of worship, family counseling services, senior citizens' housing and nursing homes, meeting space of community groups, recreational facilities such as swimming pools, gymnasias, rinks, stadia, and the like.
- ii) Community institutional uses should be centrally located within communities to provide a focal point, preferably adjoining the community park and high school, or the community shopping centre.

- d) Group Homes

- i) Definition

A Group Home is defined as a single housekeeping unit in a residential dwelling where six to ten people (excluding staff or receiving family) live as a family under responsible supervision consistent with the requirements of its residents. The Group Home must be licensed and/or approved under Provincial statute. Group Home, as defined in this Plan, shall not include "foster homes" as defined in Section 3.(1), paragraph 14 of the *Child and Family Services Act, 1984*, and such "foster homes" shall be permitted in all residential zones. Shared accommodation licensed and/or approved under Provincial statute, of five or fewer residents, shall be permitted in all residential zones. Group Homes and shared accommodation shall not include those homes exclusively for adult offenders (Community Resource Centres) approved by the Ministry of Correctional Services, halfway houses exclusively for adult ex-offenders approved by the Ministry of Community and Social Services and Open or Closed Custody Residences exclusively for juvenile offenders licensed under the *Child and Family Services Act*.

ii) Location

Group Homes shall be permitted in all residential, agricultural, and Private Open Space area designations in the Town subject to all other provisions of this Plan.

iii) Performance

Group Homes will be permitted up to a maximum of two in any community in the Town of Oakville. A Zoning By-law will regulate Group Homes to be a minimum of 800 metres apart. A Group Homes Advisory Committee appointed by Council will ensure that Group Homes are not concentrated in any one area in the municipality. A Group Home permitted in Oakville will primarily serve the local Town of Oakville need, as identified by the various social agencies. The Group Home Advisory Committee will ensure that Oakville Group Homes are primarily serving the local need.

5.3 GENERAL POLICIES

- a) All institutional uses shall be subject to site plan control under the provisions of the *Planning Act*.
- b) Off-street parking adequate to meet the demands of the particular use will be required.
- c) Where possible, institutional uses should be located close to transit and pedestrian links.
- d) It is intended that seniors housing be treated as a residential use under Part D, Section 1 of this Plan, unless it is operated by the government or hospital, in which case it can be considered institutional under Part D, Section 5.2 (b) of this Plan.

6. AGRICULTURAL**6.1 USES**

- a) In those areas designated Agricultural in this Plan, the predominant use of land shall be for agriculture, animal husbandry, forestry, and activities concerned with the conservation of soil and wildlife.
- b) Other uses ancillary to agricultural production or necessary in an agricultural area may also be permitted, including the following:
 - i) small scale industrial and commercial uses associated with the agricultural economy;
 - ii) public open space uses;
 - iii) existing commercial, residential, and industrial uses;
 - iv) strictly limited residential uses in accordance with the severance policies established under Part C, Section 12 of this Plan, and in addition bed and breakfast establishments in conjunction with a residential use.
- c) Notwithstanding other policies of this Plan, a boat manufacturing and fabrication operation will be permitted as a temporary use at 210 Burnhamthorpe Road East until such time as the ultimate land use north of Dundas Street is determined through an amendment to the Town of Oakville Official Plan including the completion of a comprehensive secondary planning study.
- d) Notwithstanding the Agricultural designation, a 6.65 hectare parcel of land, legally described as Part of Lot 24, Concession I, North of Dundas Street, and known municipally as 1359 Dundas Street, shall be permitted to have a museum/cultural centre.
- e) Notwithstanding the agricultural designation, a golf driving range will be permitted adjacent to Dundas Street within Part of Lot 20, Concession 1, N.D.S. This use is temporary until such time as the ultimate land use of the subject lands is determined through an amendment to the Town of Oakville Official Plan including the completion of a comprehensive secondary planning study.

- f) Notwithstanding the agricultural designation, a golf driving range will be permitted adjacent to Burnhamthorpe Road and Trafalgar Road within Part Lot 12 (Concession I, NDS, until such time as the ultimate land use of the subject lands is determined through an amendment to the Town of Oakville Official Plan, including the completion of a comprehensive secondary planning study and development of the land is initiated.

- g) Notwithstanding the agricultural designation, a golf driving range, tennis bubble, and administration trailers will be permitted adjacent to Burnhamthorpe Road and west of Ninth Line within Part Lot 7, Concession I, NDS, on a temporary basis until such time as the ultimate land use of the subject lands is determined through an amendment to the Town of Oakville Official Plan, including the completion of a comprehensive secondary planning study, and development of the land is initiated.

6.2 POLICIES

- a) It is the policy of the Town of Oakville to preserve the prime agricultural lands for farming and related uses, and more particularly to preserve agricultural lands identified by the Canada Land Inventory as having a Class 1 to Class 4 soil capability of agriculture⁴.

- b) Strip residential, strip commercial development, and rural estate residential development shall be prohibited in the agricultural area, thus protecting farm operations from harassment and complaint by non-agricultural uses.

- c) New non-agricultural uses locating in the Agricultural designation must comply with the Minimum Distance Separation Formula of the Agricultural Code of Practice.

- d) The agricultural policies of this Plan shall apply to those lands north of Dundas Street until such a time as these lands have been developed.

⁴Soil Capability for Agriculture, Canada Land Inventory Mapping, A.R.D.A.

7. SANITARY LANDFILL SITES

7.1 GENERAL

- a) Sanitary landfill sites have been given a specific designation in this Plan because of the long-term consequences of landfill operations on the use of surrounding lands and the after-use of the landfill sites themselves.
- b) The after-use of sanitary landfill sites shall be subject to the approval of the Ministry of the Environment in accordance with the *Environmental Protection Act*.
- c) New sanitary landfill sites and any expansion to existing sanitary landfill sites will require amendment to this Plan.

7.2 POLICIES

- a) The operational life of any landfill site shall be determined by a site specific amendment to the Zoning By-law. The sanitary landfill site designation shall always be an interim land use which will revert to either an agricultural or open space designation once the landfill operation has been completed.
- b) When a sanitary landfill operation ceases to be a permitted use, no amendment to the Plan will be necessary to permit public open space recreational uses or agricultural uses.

7.3 WASTE DISPOSAL ASSESSMENT AREAS

Waste Disposal Assessment Areas are classified as potentially environmentally sensitive areas for future development and are identified on Figure "B". The prior use of lands for the disposal of waste was a legitimate use that may have effects on future uses of these lands and possibly adjacent lands. In recognition of this, Waste Disposal Assessment Areas identify lands for which policies exist to ensure that all development occurs cognizant of the prior use in the area so as to safeguard all future uses. Where new information becomes available that alters the location or extent of identified sites or indicates the presence of other sites to the satisfaction of the Town, in consultation with the Ministry of the Environment, the Town will consider these when reviewing development proposals. New sites may be added to Figure "B" by amendment to the Plan.

- 7.4 Notwithstanding the land use designation shown on Figure "B" in areas subject to a Waste Disposal Assessment Area delineation, only land uses compatible with the potential impacts of waste disposal sites or their potential controls will be permitted.
- 7.5 On the former Waste Disposal Site itself, where studies indicate the presence of organic or chemical wastes, residential development will not be permitted. In such a case, open space uses will be encouraged.
- 7.6 Where major development or redevelopment is proposed on lands on or abutting the Waste Disposal Assessment Area delineation shown on Figure "B", approval shall only be considered upon the satisfactory completion of the following:
- a) Written approval has been received from the Ministry of the Environment that the development satisfies the provisions of the *Environmental Protection Act, R.S.O., 1980*;
 - b) Studies of gas, leachate, and hydrogeology have been carried out by a qualified engineer to the satisfaction of the municipality and the Ministry of the Environment that show the proposed development is compatible with the waste present and can safely take place;
 - c) The municipality shall be satisfied with the required studies with respect to any matter regarding structural stability, safety, and integrity of any and all structures; and
 - d) The municipality shall require the construction and phasing of all development to coincide with the control of any problems identified by the engineering studies.
- 7.7 Where the studies detailed in Part D, Section 7.6 indicate that the proposed development is not compatible with the delineation of the site as a Waste Disposal Assessment Area, the Town may consider an Official Plan Amendment to redesignate the site to a compatible land use designation.
- 7.8 In areas subject to the Waste Disposal Assessment Area delineation, the Zoning By-law will recognize existing uses and parks and open spaces. All other major development or redevelopment will be subject to the provisions of this section prior to rezoning in accordance with the Official Plan designation.

8. PITS AND QUARRIES

8.1 Permitted uses in areas to establish a pit or quarry shall include:

- a) the extraction of sand, gravel, shale, fill, and other mineral resources;
- b) agriculture; and
- c) forestry.

8.2 No new commercial pits and quarries may be permitted except by amendment to this Plan and the Zoning By-law and subject to the provisions of the *Pits and Quarries Control Act* or the pertinent legislation.

8.3 In considering an application to amend the Official Plan to permit the establishment of a pit or quarry, Council shall have regard for the following matters:

- a) The compatibility of the proposal with the surrounding land use and environment, including effects on the local water table.
- b) Consideration shall be given to the adequacy and suitability of access points from pits and quarries onto a public road or roads, together with the impact of the resulting truck traffic upon the public road system.
- c) Competent professional evidence and data shall be submitted in support of an application for approval of a pit or quarry demonstrating that the area contains the appropriate type and extent of material to justify its establishment.
- d) Adequate and appropriate setbacks shall be established by the Town for all workings, storage of materials and equipment, from public roads, creeks, lakes, rivers, and adjacent land uses, together with requirements for landscaping, screening, buffering, and berms.
- e) Drainage works shall be provided to the satisfaction of the appropriate Conservation Authority including, where necessary, treatment of the run-off prior to discharge from the property.
- f) Satisfactory provisions and undertakings shall be made for the progressive rehabilitation of the lands and the implementation of an

overall rehabilitation plan upon conclusion of pit and quarry operations, including preservation and replacement of top soil, removal of all buildings, machinery and equipment, and appropriate grading and elimination of all unsightly conditions.

- 8.4 The creation of new wayside pits shall not be permitted.
- 8.5 It is the intention of Council that all types of pits and quarries be rehabilitated for eventual use in accordance with the Official Plan designation of the adjacent land and the appropriate policies of the Official Plan. In the agricultural designation, any pit or quarry shall be progressively rehabilitated back to an agricultural use or converted to the parks system or the system of Natural Areas in which case landscaping should use native plant species.
- 8.6 All applications for amendment to permit a pit or quarry shall include the following information:
- a) The location, dimensions, topography, area, and description of the site proposed for a pit or quarry;
 - b) The location, height, dimensions, and use of all buildings or structures existing or proposed to be erected on the site;
 - c) The location, quality, and estimated quantity of the mineral resources;
 - d) The use of all land, and the location and use of all buildings and structures lying within a distance of 150 metres of the boundaries of the site;
 - e) Surface water diversion, storage, and drainage provisions;
 - f) All entrances, exits, and proposed routes to be used by associated transport;
 - g) Proposed tree screening and berming;
 - h) Progressive and ultimate rehabilitation plans;
 - i) Hydrology, soil, wildlife, or vegetation studies which may be required by Council due to specific site concerns;
 - j) An Environmental Impact Statement as set out in Part F, Appendix I to address potential effects on ground water flow and quality, all

natural features and the potential effects of noise and air pollutants on nearby land uses; and

- k) Other information as Council deems necessary.

**PART E COMMUNITY, DISTRICT AND SPECIAL STUDY
AREA PLANS**

GENERAL

The urban development area of Oakville is divided into residential communities and employment districts and new communities which may also be a combination of both as identified on Figure "G" Community Organization.

RESIDENTIAL COMMUNITIES

1.1 OLD OAKVILLE COMMUNITY -FIGURES "H1" AND "H2"

Background

The Old Oakville Community extends from the lakefront to the Queen Elizabeth Way in the north, and from Appleby College and Morden Road on the west, to Morrison Creek in the east. The community focuses on the harbour at the mouth of the Sixteen Mile Creek.

The community includes areas of historic homes south and north of the Central Business District, which at one time formed most of the original Oakville settlement. Other residential neighbourhoods contain many homes dating from the turn of the century. Also within its bounds is located the major existing commercial hub of the Town centered around Lakeshore Road.

Major commercial development in the community is confined to two main shopping districts:

- the Old Oakville Central Business District
- the Kerr Street Community Shopping Area

1.1.1 OLD OAKVILLE CENTRAL BUSINESS DISTRICT

- a) This centre is intended to serve as a major downtown centre for the Town, as well as to provide community shopping facilities for the Old Oakville Community.
- b) Every effort will be made to protect adjacent residential neighbourhoods by such means as speed control, parking restrictions, and discouragement of through traffic.
- c) Parking facilities will be located in central parking lots; such parking facilities, if uncovered, will be adequately landscaped. It is intended, whenever possible, to integrate such facilities with building structures and/or to provide convenient pedestrian connections to shopping areas.
- d) Residential uses combined with commercial uses or free-standing will be encouraged to relocate in the downtown and on Kerr Street to promote life and movement in those areas beyond the work-day

hours. Such projects will have to exhibit considerable ingenuity in their design to afford residents ample private open space in the form of terraces and patios. Such accommodation should provide maximum privacy between private living spaces as well as adequate separation from commercial activity.

- e) Commercial-recreation and entertainment facilities will be encouraged to play a vital role in the planned activities for the downtown core.
- f) Uses permitted in the Downtown Central Business District will be controlled by site plan control and encouraged to reflect the scale of surrounding structures. Reference will be made to the Downtown Streetscape Study in all site plan approvals. Buildings will not be permitted to exceed four storeys within the Downtown Central Business District.
- g) Notwithstanding the policy with respect to the four-storey height limit, the property at the northeast corner of Lakeshore Road and Chisholm Street will be permitted to have a six-storey elevation on John Street, subject to the following criteria:
 - The use of the property and buildings shall be primarily as a residential senior citizens' retirement home.
 - The Lakeshore Road frontage shall be developed with a maximum of six storeys on only the easterly half of the subject property adjacent to the abutting 16-storey residential apartment building.
 - The Lakeshore Road frontage shall be developed with a maximum one-storey structure on the westerly half of the property adjacent to Chisholm Street.
 - The architectural design of the building in its elevation shall use setbacks from the street edges to give the visual impression of several vertical planes.
 - The architectural design shall use materials, colours, roof treatments and detailing to reduce the effect of height as perceived at the street level.

The six-storey and one-storey height limits on the Lakeshore Road frontage represent a graduated decrease in height from the adjacent 16-storey residential apartment building in the east to

Chisholm Street on the west. The overall floor area that would otherwise be permitted in the plan is being consolidated on the easterly and northerly portions of the site to allow the residents to remain in the existing facility during construction of the six-storey facility. With the application of appropriate architectural design and massing, and the consideration of averaging height across the Lakeshore Road frontage, the scale of the six-storey and five-storey portions of the building are intended to approximate four storeys.

- h) The portion of the Central Business District east of Sixteen Mile Creek, as shown on Figure "H1", is designated as a Community Improvement Area. Improvements will be made to the Community Improvement Area in accordance with the policies in Part C, Section 13 of this Plan.
- i) Notwithstanding the policy with respect to the four-storey height limit, the property at the northeast corner of Randall Street and Reynolds Street will be subject to a five storey height limit.

1.1.2 KERR STREET BUSINESS DISTRICT

- a) Three commercial nodes are contemplated for the Kerr Street Area; the Community Shopping Centre at Speers Road; the Kerr-Cowan Area; and the area between Rebecca Street and Lakeshore Road. These nodes are to be linked by commercial and residential uses either combined with commercial or free-standing, running the length of Kerr Street from the C.N. tracks in the north to Lakeshore Road in the south.
- b) The Kerr/Cowan Central Business Node is the focus for Kerr Street commercial, community and neighborhood activity. Its central pedestrian plaza surrounded by a variety of commercial, business and residential uses complemented with its own municipal parking area mark it as the focal point of the entire Kerr Street area.
- c) Mixed commercial and residential uses will be encouraged to develop on the east side of Kerr Street between Herald Avenue and the CN tracks through redevelopment of less vital residential uses.
- d) In the mixed commercial-residential designation between Deane Avenue and Speers Road, locally oriented convenience type of retail activity shall be encouraged.

- e) In the Kerr Street commercial area, a diversity of both building styles and heights will be sought, although redevelopment buildings will not be permitted to exceed four storeys.
- f) In the area between Rebecca Street and Lakeshore Road, from Forsythe Street to Maurice Drive, commercial uses shall be encouraged. While commercial activities will be the principal uses in this area, it is intended that residential-commercial developments will also be encouraged.
- g) The portion of the Kerr Street Business District, as shown on Figure "H2", is designated as a Community Improvement Area. Improvements will be made to the Community Improvement Area in accordance with the policies in Part C, Section 13 of this Plan.
- h) In the area immediately south of Lakeshore Road, west of Kerr Street, the full range of commercial uses and residential uses and combined commercial/residential uses will be encouraged. South of the lands which abut Lakeshore Road and north of the Residential Low Density on the north side of Burnet Street is a transition area, where a limited range of commercial uses which are not major generators of traffic and noise, and which are primarily non-retail uses will be permitted. The height of buildings in the transition area will not exceed two storeys.

1.1.3 CORNWALL ROAD AREA

- a) This area, centered around the Trafalgar Road/Cornwall Road intersection, and extending east and west along Cornwall Road, is a transition area and interface between the Midtown Core Employment Lands District and the Old Oakville Community. As such, regard shall be had for the urban design guidelines established and contained in Part C of the Midtown Core Land Use Planning Study dated March 29, 1999, as they may apply to this area.
- b) Uses permitted in the Arterial Commercial designation north of Cornwall Road, west of Trafalgar Road, are as follows:
 - i) retail warehousing and Large Scale Retail Sale of Merchandise (which includes a broad variety of goods, merchandise, substances, articles or things that are offered or kept for sale directly to the public at retail, but specifically excluding a department store, a food supermarket or a

- grocery store);
 - ii) offices;
 - iii) auto commercial uses (excluding auto body shops and auto wreckers);
 - iv) service commercial uses, hotels and restaurants;
 - v) public and institutional uses;
 - vi) commercial recreation facilities;
 - vii) non-profit clubs and organizations;
 - viii) private and commercial education facilities; and
 - ix) community facilities such as parks, urban squares and open space linkages.
- c) High Density Housing -- The residential densities shall be as shown on Figure "H1".
- d) The design of High Density Housing development shall provide for appropriate building design and on-site amenities which shall include:
- indoor and outdoor recreation areas;
 - adequate separation between buildings;
 - exterior use areas of an appropriate size;
 - landscape buffers and site landscaping;
 - appropriate width and acceptable construction standards for internal roads;
 - adequate visitor and resident parking;
 - appropriate refuse storage and handling facilities;
 - building design which is appropriate to both the surrounding architecture and natural landscaping;

- appropriate noise abatement measures.
- e) The High Density Housing areas shall be geared predominately towards adult living because of the distance to elementary schools and because of the lack of public amenity space for children in this area.
- f) The High Density Housing development south of Cornwall Road shall permit a maximum of 173 apartment units and one detached dwelling. The development shall be controlled in terms of building height, massing, setback, and overall design to be compatible with the existing single family residential character of the area to the south.

The implementing Zoning By-law shall ensure that the building height along the top-of-bank shall be significantly less than portions of the site further removed from the valley to protect the view of residents further from the valley, and to ensure compatibility with the single family housing to the south. In addition, a 7.5 metre public walkway will be established from Trafalgar Road to Old Mill Road along the top-of-bank of the Sixteen Mile Creek.

- g) All high density residential uses shall be constructed in such a fashion so as to ensure that indoor noise levels meet or exceed the acceptable standards of the Ministry of the Environment. To this end, all residential development proposals within 300 metres of the C.N.R. line shall be submitted to the C.N.R. and the Ministry of the Environment for site plan review. Conditions requiring the provision of any necessary noise attenuation measure shall be incorporated into the site plan control agreement and/or implementing Zoning By-law.
- h) The High Density Residential area located at the northwest quadrant of Cornwall Road and Trafalgar Road shall be permitted to contain a maximum of 175 apartment units and a single neighbourhood shopping centre not to exceed 930 m² of gross leasable area.
- i) The High Density Residential area west of Old Mill Road, north of Speers Road, shall be permitted to contain a single neighbourhood shopping centre not to exceed 930m² of gross leasable area. In addition, this area may contain up to 2,300m² of non-retail commercial space, including such uses as office space and private recreation facilities.

- j) The proximity of High Density Residential development to the Oakville GO Station will be recognized and enhanced through the improvements to the pedestrian connections to the station.
- k) Commercial-Residential Uses -- In the area east of Trafalgar Road, a broad range of retail, service, professional, and financial uses will be permitted. In addition, residential uses will be encouraged to locate in conjunction with these uses. Redevelopment in this area shall not exceed a height of three storeys. This Plan anticipates that Inglehart Street will be closed through this commercial area and sold to encourage the comprehensive redevelopment of the lands between Trafalgar Road and Reynolds Street.
- l) In the event that such a redevelopment cannot be accomplished, Inglehart Street shall be closed south of Cornwall Road and alternate access shall be provided to the commercial area of Inglehart Street from either Trafalgar Road or Reynolds Street.
- m) In no event will the residential portion of Inglehart Street be used as the primary access to the commercial area of Inglehart Street.
- n) In the commercial-residential designation east of Reynolds Street, a more limited range of commercial uses shall be permitted along with more restrictive site development standards to ensure compatibility with the adjacent residential uses.
- o) At the northeast corner of Trafalgar Road and Cornwall Road, an area of a maximum 4 hectares of Neighbourhood Commercial Centre uses excluding service stations is designated west of the Lower Morrison Creek, and an area of a minimum of 2 hectares of Parkland is designated to the east of the Creek.

This area should be an attractive gateway to the Old Oakville Community. The development in this location should be a collection of buildings diverse in design and character and in harmony with each other and the established residential development to the south.

1.1.4 RESIDENTIAL POLICIES

- a) The Plan contemplates consolidation, rehabilitation, and partial redevelopment of this community which is expected to achieve an ultimate population of 20,000.

- b) Modest population increases may result from medium density redevelopment in the Central Business District and the area surrounding it. The Plan envisages preservation of the better qualities of older neighbourhoods with many historic buildings and the restoration of the homes in the West Harbour neighbourhoods.
- c) Proposed development and redevelopment must be carried out at a scale and with a character in sympathy with the surrounding residential neighbourhoods. The residential infill policies found in Part C, Section 7 of this Plan apply to all infill developments in this community.
- d) In the West Harbour area, the lands on the south side of Walker Street between Tannery Park and the Regional Waterworks may be redeveloped for medium density residential uses. More specifically, no more than 14 dwelling units shall be permitted on these lands, and this development shall be of a scale and design which compliments the adjacent neighbourhood and contains open space links along the waterfront.
- e) A six unit apartment will be permitted in the building at the southeast corner of Burnet Street and Brant Street. Redevelopment of the property, other than minor improvements to the existing building will not be permitted unless the use of the property were to revert to a lower density. The number of units permitted in the existing building will not be permitted to exceed six apartment units.
- f) Notwithstanding the Residential Low Density designation, the lands at the southwest corner of Burnet Street and Forsythe Street are permitted a density of 28 units per site hectare.
- g) On the east side of Forsythe Street, south of Lakeshore Road West, the site designated Residential Medium Density and permitting a density of 33 units per site hectare will include a walkway at or near the southerly end of the site. Furthermore, notwithstanding Part C, Section 7.2, the site will require site plan approval.
- h) Notwithstanding the policies of Part D, Section 1.2, on the east side of Forsythe Street north of Lakeshore Road West, the site designated High Density Residential shall be permitted a maximum of 68 apartment units and a maximum height of 119.80 metres Canadian Geodetic Datum, exclusive of rooftop elements.

The design of the building at this site shall incorporate the following:

- a) A 3 storey base height along Lakeshore Road West with significant terracing above the third storey,
- b) A minimum 8.5m public use area measured from the property boundary adjacent to Sixteen Mile Creek,
- c) A meaningful and substantial entrance and access to the floodplain from the building (preferably the lobby) on the Creek side face of the building such that the outdoor amenity space on the floodplain becomes easily accessible and integral to the building itself,
- d) A design which integrates the walls of the lower floors of the building used for parking with the design of the floors above the parking.

1.1.5 INSTITUTIONAL

- a) The primary institutional uses envisaged for this District are public and separate schools, places of worship, day care centres, and a community recreation centre. Other institutional uses may be permitted within the residential area of this community subject to the applicable policies of the Official Plan.
- b) All institutional uses shall be subject to site plan control under the provisions of the *Planning Act*. Off-street parking and loading/drop-off areas adequate to meet the requirements of the particular use will be required. Where possible, institutional uses should be located close to pedestrian links and transit routes.
- c) Any vacant site designated for a school, place of worship, or day care centre may be used for other community scale institutional uses without amendment to this Plan. Any such site may also be utilized for low density residential purposes without amendment to this Plan, however, will require an appropriate amendment to the Zoning By-law.
- d) Notwithstanding the foregoing, it is intended that the site known as the Oakville Trafalgar High School at 291 Reynolds Street will be used for a hospital and/or a long term care residential facility. In the redevelopment of this site, the Town shall encourage the maintenance and preservation of the original school structure, which is considered to have heritage value.

1.1.6 GREENLAND POLICIES

General Policies

- a) It is proposed that certain lands within the Sixteen Mile Creek Valley be maintained in their present state as wildlife areas. In cooperation with the Conservation Authority, the Town will continue a long term program for the acquisition of lands in the valley for the purpose of conservation, recreation, and harbour development.
- b) Pedestrian access from residential areas, through and around the Central Business District and throughout the park system, is a key objective of this Plan. It is desirable that pedestrian-oriented and motorized travel modes be separated as much as possible.

- i) Waterfront

It is the intent of the Plan to promote the most efficient and attractive use of the Oakville Harbour for pleasure boating and other public and private indoor and outdoor recreational uses.

The harbour may also include private open space. Such areas may be owned or leased by the municipality or be wholly owned and operated by private agencies, and will include such uses as boating clubs offering mixed recreational facilities. .

Commercial uses servicing the harbour and its users, including such uses as marine storage and services and restaurants will be encouraged adjacent to the harbour.

It may be necessary to utilize and/or install recreational facilities within some waterfront designated lands in order to perform both local and non-local parkland functions.

- ii) Parkland

Local Parkland consists of parkettes, neighbourhood parks and community parks. Figures H1 and H2 identifies the location of the existing parkland areas.

Trafalgar Park, which is located on the northeast corner of the intersection of Rebecca Street and Felan Avenue, not only

provides a local function but also provides a function for the Town as a whole.

iii) Natural Areas

The Fourteen Mile, Sixteen Mile and Morrison Creek systems are designated in the Town of Oakville Official Plan on Figure F1 and F2. Where the lands are designated 'Natural Area' on Figures H1 and H2, they are more specifically designated 'ESA' and/or 'Valley Land/Watercourses' on Figure F1 and F2. The policies contained within Part D, Section 4 as they apply to each specific feature are intended to apply.

Notwithstanding the policies contained in Part D, Section 4 of the Town of Oakville Official Plan, in the event of a natural disaster damaging or destroying part or all of an existing private open space use on lands designated "Natural Area", the owner, being Appleby College, shall be permitted to rebuild and/or restore the use to its previous condition subject to the owner demonstrating, to the satisfaction of the Town, by way of an Environmental Impact Statement, that erosion and any adverse impacts to water quality, water quantity, slope stability, wildlife habitat, existing vegetation and drainage will be minimized and existing valley slopes will not be disturbed by the proposed development. Necessary mitigation measures shall be implemented to the satisfaction of the Town.

Once filed, the EIS will be processed as expeditiously as possible by the municipality in order to minimize, as much as possible, the disruption or discontinuity of the established use on the subject property.

1.1.7 HERITAGE CONSERVATION DISTRICTS

Three areas within the Old Oakville Community are designated as Heritage Conservation Districts in accordance with Part V of the *Ontario Heritage Act*.

The first District, being the "Old Oakville Heritage Conservation District" is generally bounded by the Sixteen Mile Creek on the west, Allan Street on the east, and Lake Ontario on the south. The northern boundary is generally described as the rear lot line of those lots on the north side of William Street. A document entitled, "Old Oakville Downtown Residential Area Heritage Conservation District Plan (1980)" provides detailed guidelines of this area.

The second District, being the "First and Second Street Heritage Conservation District" is bounded by the east side of Allan Street, Lake Ontario to the south, Lakeshore Road East to the north and the rear lot lines of those lots on the east side of Second Street to the east. A document entitled, "First and Second Street Area Heritage Conservation District Plan (1988)" provides detailed guidelines for this area.

The third District, being the "Trafalgar Road (Third) Heritage Conservation District" is generally bounded by Dunn Street, the Sixteen Mile Creek and Trafalgar Road on the west, Spruce Street on the north, and Reynolds Street and a portion of Allan Street on the east. The southern boundary is generally described as the rear lot line of those lots on the south side of Sumner Avenue, and a portion of Randall Street and Trafalgar Road. A document entitled "Trafalgar Road Heritage Conservation District Plan (1994)" provides detailed guidelines for this area.

The boundaries of the three Districts are more accurately described and depicted on Figure "H1" "Old Oakville Community -- East of Creek".

1.2 BRONTE COMMUNITY - FIGURE "I1" AND "I2"

Background

The Bronte Community lies between Appleby College and Morden Road in the east and Burloak Drive on the west. The northern limit is formed by the Q.E.W. West and the Burloak Industrial Districts. The southern boundary is Lake Ontario.

The Bronte Community may be divided into two main sections. The Hopedale District, suburban residential encompassing most of the eastern portion; and the Bronte District. The latter area, although compact and cohesive, and considerably more substantial than a local neighbourhood, is not expected to function as an entirely independent community and is therefore considered a part of the Bronte Community. The boundary of the Bronte area is Rebecca Street on the north, Third Line on the east, Burloak Drive on the west, and Lake Ontario on the south.

1.2.1 BRONTE DISTRICT

a) Bronte Community Shopping Area

- i) This centre is intended to provide neighbourhood facilities for its immediate area and supplementary community shopping facilities for a large part of the Bronte Community. Development within this centre is intended to reflect in a contemporary way the village's history and its close identification with the harbour with consideration to Heritage Streetscape.
- ii) Residential uses, combined with commercial uses or free-standing, are encouraged to develop in the Community Shopping Area in a form that is compatible with adjacent land uses. Care must be taken to ensure that privacy areas are provided in a careful and sensitive manner.
- iii) Low density residential, particularly semi-detached dwellings and/or innovative high density single family residential housing, shall be encouraged to locate on the south side of Sovereign Street between Jones Street and East Street, all at a density ranging between 17 and 25 units per site hectare.
- iv) A pedestrian "boardwalk" will be developed linking both public and commercial facilities overlooking Bronte Harbour,

and this boardwalk may replace vehicles on Bronte Road south of Lakeshore Road. Courtyards, squares, canopies, and galleries will be encouraged as part of the redevelopment in this area.

- v) The Bronte Community Shopping Area, as shown on Figure "I2", is designated as a Community Improvement Area in accordance with the policies in Part C, Section 13.3 of this Plan.
- vi) A Neighbourhood Commercial Area will be permitted south of Rebecca Street east of Burloak Drive. Uses permitted in this area include a full range of retail and other commercial uses, and office uses which will serve the adjacent residential area.

The development in the Neighbourhood Commercial designation shall be carefully designed, particularly with respect to landscaping to integrate with the surrounding residential and institutional development and to reflect its position as a major entrance to the neighbourhood in the Bronte West District.

In addition, a Convenience Commercial facility may be located in the general residential area south of Rebecca Street, east of Burloak Drive generally at the southerly segment of the internal collector road linking Lakeshore Road with Rebecca Street.

- vii) Notwithstanding Part E, Section 1.2.1(a) iii, townhouses at a density of 45 units per site hectare may also be permitted at the southeast corner of Nelson Street and Sovereign Street.

b) Marine Facilities

Commercial uses serving the harbour and its users, including such uses as marine storage and service, and restaurants will be encouraged adjacent to the harbour.

c) Bronte Harbour

It is the intent of the Plan to promote the most efficient and attractive use of Bronte Harbour for pleasure boating and other public open space recreational uses. In addition to public open space, the harbour may also include private open space and

marine facilities on leased public land. It is intended to integrate the harbour area with the remainder of the Bronte Creek valley through a system of parks and walkways.

d) Residential

- i) The Bronte District is intended to house less than approximately 19,000 persons.
- ii) Some population increases will result from new development within the medium density area near the harbour and Community Shopping Area east of the Bronte Creek. The major growth will result from new subdivisions west of the Bronte Creek where cluster and other innovative single family housing at a density of 10-15 units per gross hectare will be encouraged with a view to increasing open space and devising a system of pedestrian and cycle routes, including part of the industrial buffer zones.
- iii) Notwithstanding the single family residential designation, a retirement centre or nursing home will be a permitted use on the east side of Bronte Creek immediately north of Lakeshore Road.
- iv) Notwithstanding the single family residential designation, duplexes permitted by specific by-law within the block bounded by Hixon, Belyea, and Nelson Streets, and Eastview Public School, shall be permitted one additional unit providing that the owners can demonstrate compliance with minimum parking and open space requirements and other applicable regulations. Under no circumstances shall the density of this block exceed a maximum residential density of 32 units per site hectare. Provision of additional units in existing double duplex buildings shall be subject to Site Plan Control pursuant to the provisions of the *Planning Act (1990)*.
- v) Low density residential, particularly semi-detached dwellings and/or innovative high density single family residential housing, shall be permitted in the block bounded by Jones Street, Sovereign Street, East River Street, and Belyea Street at a density not exceeding 23 units per site hectare on those lands designated as residential low density on Figure "I2".
- vi) Notwithstanding the residential medium density designation, an existing residential dwelling at 77 Nelson Street and

located on the east side of Nelson Street between Lakeshore Road West to the north and Marine Drive to the south shall be permitted to have six apartment units.

- vii) In the general area, east of Burloak Drive, south of Rebecca Street, a residential neighbourhood will be developed. The neighbourhood extends east to the pipeline utility corridors serving the Petro-Canada refineries, south to Lakeshore Road and includes the associated lands south of Lakeshore Road with population anticipated, at mature state, of approximately 4,500 people.

The residential component of the Secondary Plan is designated in a range of low and medium density residential uses. However, higher Medium Density II residential uses shall be located within the interior of the new neighborhood, south of Rebecca Street.

The lands designated Residential Medium Density II allow for a mix of detached dwellings and townhouses. The block adjacent to the woodlot is intended to facilitate further tree preservation to extend the ecological function of the woodlot and natural creek areas. The block is designated Residential Medium Density II and zoned, subject to a holding provision, to allow for an alternative form of housing which is more dense; such as seniors' housing. The density of the block, as a whole, will be localized to preserve the maturing woodlot. The height of building(s) will not exceed four storeys and a community complementary design in conjunction with tree preservation will be achieved through site plan approval. Upon issuance of building permit, the balance of the preserved woodlot will be dedicated to the Town.

Notwithstanding the density specified for residential low density uses in Figure "I2", "Bronte Community" (west of Third Line), the maximum density in this area for Residential Low Density I uses will be 20 units per site hectare.

In the area along Lakeshore Road West, from the entrance of the collector road to the entrance of Stevenson Road, Lakeshore Road will be widened to provide for a separation distance and improved traffic movement between the residential uses and the road. It is also intended to enhance the open space character of Lakeshore Road and to provide an open space access from Shell Park to the Burloak

Waterfront Park.

- viii) Notwithstanding the density specified for residential low density uses in Figure "I2", Bronte Community (West of Third Line), a maximum density of 18 units per site hectare shall be permitted on the site located at the southeast corner of Mississaga Street and Lakeshore Road West.
- ix) Notwithstanding the Residential Low Density designation, a seniors' housing project will be a permitted use on the lands located at the southwest quadrant of Rebecca Street and Woodside Drive provided that the overall density of the project does not exceed 30 units per site hectare. The details of the built form will be regulated by a Zoning By-law amendment.

e) Institutional

The primary institutional uses envisaged for this District are public and separate schools, places of worship, day care centres, and a community recreation centre. Other institutional uses may be permitted within the residential area of this Community, subject to the applicable policies of the Official Plan.

All institutional uses shall be subject to site plan control under the provisions of the *Planning Act*. Off-street parking and loading/drop-off areas adequate to meet the requirements of the particular use will be required. Where possible, institutional uses should be located close to pedestrian links and transit routes.

Any vacant site designated for a school, place of worship or day care centre may be used for other community scale institutional uses without amendment to this Plan. Any such site may also be utilized for low density residential purposes without amendment to this Plan, however, will require an appropriate amendment to the Zoning By-law.

f) Greenland Policies

The Plan envisages the acquisition of certain lands for open space purposes within and along the Bronte Creek, the Sheldon Creek, Fourteen Mile Creek, along the Lake Ontario shoreline, extension of existing parkland and the establishment of new parkland in developing areas.

i) Waterfront

It is the intent of this Plan to integrate the harbour area with the remainder of the Bronte Creek Valley. The Town will seek

to convert Ontario Street and the lower section of Jones and Nelson Streets into an extension of the waterfront system.

ii) Natural Area

The provisions of Part D, Section 4.3 of this Plan shall apply to all lands designated Natural Area. There are two significant woodlots in the residential area south of Rebecca Street and east of Burloak Drive and these wooded areas are designated as "Natural Area". The woodlots are also designated as woodlands in the Town of Oakville Official Plan, Figure "F1". Where the lands are designated "Natural Area" on Figure "I2" and 'Woodlands' on Figure "F1", the policies of both designations are intended to apply. The two woodlots excluding the valley lands are anticipated to be used for local passive recreation purposes.

- a) The woodlot designated "Natural Area" on Figure I2 and corresponding "Woodlands" on Figure "F1", which is located south of Rebecca Street, north of the main branch of Sheldon Creek and west of the tributary branch of the Sheldon Creek is fully stocked with hardwoods which are tolerant to urban stresses and many mature high quality specimens occur in the stand. It also contains a provincially rare shrub known as "Burning Bush".

The intent of this Plan is to preserve the woodlot in its natural state and the Town shall seek to acquire this woodlot for public ownership. Further, of the two significant woodlots in the area, this woodlot shall be the Town's first priority for acquisition.

Where it is not feasible to acquire the entire woodlot, the Town shall seek to acquire the highest quality portion.

That portion of the woodlot which is not acquired may be utilized for the development of a medium density form of housing at a maximum density of

13 units per site hectare over the entire woodlot site. Such residential development shall take the form of clusters of units in the least environmentally significant portion of the woodlot

and shall be designed to minimize impact on the remaining portions of the woodlot.

However, such development shall only be permitted based on a detailed Environmental Impact Assessment Report. Such an analysis shall result in a development plan which preserves the overall long term wooded character of the area and key individual trees or groups of trees. Any development permitted shall be subject to the site plan control provisions of The *Planning Act*.

- b) The woodlot designated "Natural Area" on Figure "I2" which is located immediately south of Rebecca Street and immediately west of the Petro-Canada Refinery pipeline easement, is fully stocked and generally characterized by immature timber, although there are some mature oak and ash scattered throughout the area. It contains four immature sweet chestnut trees which are provincially rare. The intent of this Plan is to preserve the woodlot in its natural state and the Town shall, through the use of the parkland dedication provisions of The *Planning Act*, the purchase of land, and other available mechanisms, including negotiated settlements, seek the acquisition of the major portion of this woodlot for public ownership.

Where it is not feasible to acquire the entire woodlot, the Town shall seek to acquire a significant area surrounding the sweet chestnut trees with the objective of preserving and protecting these rare species.

That portion of the woodlot which is not acquired may be utilized for the development of public and institutional uses in accordance with the Community Facility policies. However, such development shall only be permitted based on a

detailed Environmental Impact Assessment Report carried out by a qualified urban forester.

Such an analysis shall result in a development plan which preserves for the long term the overall wooded character of the area and key individual trees or groups of trees. Any development permitted shall be subject to the site plan control provisions of The *Planning Act*.

Certain lands within the Bronte Creek valley in accordance with Figure 'F1' will be maintained in their present state for wildlife purposes. The Town will promote a long range program with Provincial participation for the acquisition of the lands.

iii) Parkland

Figures I1 and I2 identify the existing locations of these park areas.

Direct pedestrian access from the adjacent residential neighbourhood to Shell Park will be developed, if practical. In addition, an alternative vehicular access to Shell Park from the west shall also be provided, if feasible.

A Community park, known as Bronte Athletic Park, is located on the north side of Lakeshore Road West, just east of East Street. This community park provides for active recreational uses with major playing fields. This facility is lighted to extend the hours of operation and thus the usefulness to the Town as a whole.

iv) Private Open Space

On lands designated Private Open Space south of Rebecca Street, the permitted use shall include pipelines for the transmission of petroleum and petrochemicals products, piers and docks. Passive recreation uses in the form of trails, pedestrian corridors and bicycle pathways will be permitted on the lands under which the pipelines are located and the Town of Oakville will seek to develop and operate trails in this area through negotiations and agreements with Petro-Canada.

g) Community Facilities and Services

Community facilities and services for the Bronte Community are primarily intended to be provided in the Bronte Community Shopping Area.

In addition to the services provided in the Community Shopping Area, community services and facilities will also be permitted in the area immediately south of Rebecca Street, east of Burloak Drive at the entrance to the new residential area. Services provided of a community scale would not include retail commercial uses.

The lands designated for this "Community Facility" use are primarily within the 1 km. Nuisance Buffer created as a separation of sensitive land uses from the Petro-Canada Refinery.

This location provides good accessibility, while at the same time permitting utilization of lands within the 1 km. Nuisance Buffer around the Petro-Canada Refinery, which cannot be used for residential development.

The Community Facility Area designation shall permit a range of public or institutional uses. Such uses shall include community scale facilities designed to serve the surrounding residential area including places of worship, recreation facilities and parks.

Public or institutional uses which serve a wider area and which are deemed to be compatible with the adjacent residential development such as water treatment facilities and major public recreation uses operated by a government authority, shall also be permitted.

In addition, in that area adjacent to the Neighbourhood Commercial designation, an extension of the Neighbourhood Commercial facilities may be permitted subject to the following conditions:

- the development of the Neighbourhood Commercial Area is largely complete and there is a demand for additional facilities which can be documented;
- the additional uses shall be limited to professional office and service commercial uses, such as restaurants and service stations;
- a maximum site area of 2 hectares;

- the development will be carefully integrated with the development in the Neighbourhood Commercial designation, based on submission of a site plan; and
- a maximum height of 2 storeys.

h) Nuisance Buffer

The one kilometre Nuisance Buffer from the Petro-Canada Refinery has been established by the Ministry of Environment. This setback does not reflect any environmental hazard, but is considered to be an appropriate setback from the Petro-Canada Refinery for residential development and other sensitive land uses in order to minimize nuisance concerns, particularly those related to odour.

No new residential development or other sensitive land uses on lands which are currently vacant shall be permitted in any area to the north and east of the nuisance buffer south of Rebecca Street until such time as the Petro-Canada Refinery ceases operation and the necessary amendments are made to this Plan to delete the one kilometre buffer entirely.

i) Servicing

i) Servicing

Development shall be on the basis of full urban waste water collection and water facilities.

The costs of providing services to facilitate new development including any expansion of the waste water and water treatment facilities shall be borne by the developer of the lands rather than the municipalities in accordance with the provisions of the *Development Charges Act* and the financing policies of the Region of Halton and the Town of Oakville.

Prior to the approval of new development, a Master Servicing Plan shall be prepared. This Plan shall determine the details of the provision of wastewater collection, water and stormwater management services to this area.

Servicing of the new development areas in the Town of Oakville shall be completed in a manner consistent with the

Master Servicing Plan.

- ii) Stormwater Management for the Sheldon Creek and Tributary

Stormwater management facilities shall conform with a Master Drainage Plan for the entire Sheldon Creek watershed, which will be developed in conjunction with the City of Burlington and all development must also conform with the Town's Storm Drainage Criteria Manual.

The Town of Oakville and the City of Burlington shall formulate a common approach with respect to stormwater management, which would be reflected in the preparation of a Master Drainage Plan with general policies for the entire Sheldon Creek watershed.

Treatment of the watercourse system, watercourse design and stormwater management shall be in accordance with the recommendations contained in the Master Drainage Plan.

A Functional Drainage Report shall be prepared for the undeveloped area in the watershed of the Sheldon Creek prior to the approval of individual development applications to the satisfaction of the Town of Oakville, City of Burlington and Halton Region Conservation Authority. The Functional Drainage Report shall address the specific design, construction, stormwater management and phasing of works.

Generally, where the existing watercourses are sufficiently wide to carry storm flows without alteration, there will be no reconstruction of these areas, except for erosion control measures to the satisfaction of the Oakville Public Works Department, the Halton Region Conservation Authority and the Ministry of Natural Resources. The watercourse valley from top-of-bank to top-of-bank, together with sufficient tableland to ensure the preservation of mature vegetation along the top-of-bank edge and to provide access for maintenance vehicles will be conveyed to the municipality for conservation and buffer purposes as part of the dedication of lands along the watercourse. This dedication shall not form part of the required parkland dedication.

Where the watercourse is not sufficiently wide or deep to accommodate storm flows, reconstruction of the watercourse may be accepted, if the following guidelines are satisfied:

- The watercourse reconstruction is completed in a way which creates a natural appearing stream environment with variable side slopes, introduction of tree landscaping including plantings and a meandering channel.
- Erosion control is implemented to the satisfaction of the Oakville Public Works Department, the Halton Region Conservation Authority, and the Ministry of Natural Resources.
- The conveyance of the watercourse and the valley from top-of-bank to top-of-bank to the municipality, together with a suitable setback to preserve mature tree vegetation that will be planted along the top-of-bank and to provide access for maintenance vehicles which conveyance shall not form part of the parkland dedication.
- The minimization of physical alterations to the existing woodlot on the west side of the Sheldon Creek East branch, south of Rebecca Street.
- All alterations to the existing channels, floodplains, and valleys in the form of construction dumping or removal of fill shall generally not be permitted, and where such changes are approved, the design of and alteration to any channel must convey the Regional Storm flows, meet flood storage requirements, and be designed to the satisfaction of the Town of Oakville, the Halton Region Conservation Authority, and other appropriate public agencies.
- All development and the stormwater techniques utilized must conform with the Town's Storm Drainage Criteria Manual.

j) Phasing

Development of the residential area immediately south of Rebecca

Street, east of Burloak Drive, west of the existing residential area and north of Lakeshore Road may occur as the necessary wastewater, water, stormwater and transportation services are available.

The municipality shall be satisfied that the necessary approvals, the required contributions of funds and lands and commitments for services be in place and operative prior to or coincident with occupancy and use of the land have been received for the following services:

- wastewater;
- water;
- stormwater; and
- transportation, including the construction of the Rebecca Street Bridge across the Bronte Creek, a three lane Rebecca Street from Bronte Road to Burloak Drive, and a four lane level crossing of Burloak Drive at the CNR.

Development shall be deemed to have occurred at the registration of a subdivision plan. Processing of development applications may commence upon approval of the Official Plan amendments by the Region of Halton and the lands may be placed in holding zones in accordance with the provisions of the *Planning Act* until the conditions of development set out in Part E, Section 1.2.1 (k) (i) have been met.

k) Implementation

i) Conditions of Development

Notwithstanding any other provisions of this Plan, prior to any new development, other than expansions of existing uses, receiving final approval, the following conditions must be met:

- the site has been decommissioned and appropriate certificates obtained from the Ministry of Environment to permit development;
- full urban services and utilities are committed to be in place and operative prior to or coincident with

occupancy and use of the land;

- transportation facilities required to accommodate the development are committed to be in place and operative prior to or coincident with the occupancy and use of the land;
- storm drainage facilities approved by the municipality are committed to be in place and operative prior to or coincident with the occupancy and use of the land;
- a noise analysis has been conducted for any new residential development with 300 metres of the C.N.R., 50 metres of any major arterial and/or any industrial area and 15 metres of any minor arterial and any relevant findings implemented;
- an archaeological assessment of the lands has been conducted and any relevant findings have been implemented;
- the municipality is satisfied that the cost sharing by the benefiting landowners toward the provision of transportation wastewater, water, stormwater and other identified infrastructure needs are secured in accordance with municipal and regional policies and the provisions of the *Development Charges Act*, and
- the municipality is satisfied that the provincial policies requiring the provision of 25% affordable housing are met and in particular, specific sites have been identified for non-profit housing.

ii) Zoning By-law

Amendments to the Zoning By-law to implement the Official Plan provisions for new development shall include provisions for bonus and holding zones in accordance with the provision of the *Planning Act*.

iii) Greenland Implementation Policies

Areas designated for Greenland purposes include land in the following designations:

- Natural Area;
- Parkland;

All efforts shall be made to acquire the lands in these designations in accordance with the policies of this Plan, through such mechanisms as the use of the bonus provisions of the *Planning Act*, parkland dedication provisions of the *Planning Act*, and the purchase of land.

In order to maximize the municipality's ability to acquire the lands in the public open space designations, the municipality may, at its discretion:

- request cash payment in lieu of land for parkland with such payments to be used for park purposes elsewhere;
- acquire land which may be sold at a later date with the funds to be used for park purposes elsewhere;
- exchange lands;
- accept lots in lieu of land for parkland with the proceeds of the sale of such lots to be used for park purposes; and
- other similar approaches which are deemed appropriate.

1.2.2 HOPEDALE DISTRICT

The balance of the Bronte Community is essentially a suburban area of predominantly single family subdivisions centered on Hopedale Mall and on community facilities on Rebecca Street.

a) Commercial

- i) Community Shopping Centre -- The principal commercial district is the 8 hectare Hopedale Mall at Rebecca Street and Third Line. This is not intended to be allowed to grow to perform more than a community shopping centre function.
- ii) Minor Retail -- Supplementary shopping facilities for the extreme north-eastern corner of this district are supplied by the Pinegrove Neighbourhood Shopping Centre, east of the Fourth Line.

b) Residential

- i) Full development of this area, together with the Bronte District, will result in an ultimate population of 33,000 for the Bronte Community.

With the exception of an area for multiple attached dwellings immediately north of the Hopedale Mall, it is intended that residential development within this district will be restricted to low density residential uses. Proposed development and redevelopment must be carried out at a scale and with a character in sympathy with the surrounding residential neighbourhoods. The residential infill policies found in Part C, Section 7 of this Plan apply to all infill developments in this community. Various under-used pockets of lakefront holdings, however, in the interest of preserving mature vegetation and the area's current informal character may be encouraged to develop as cluster and other types of single family housing, emphasizing the long-established landscaping features of such properties.

c) Institutional

The primary institutional uses envisaged for this District are public and separate schools, places of worship, day care centres, and a community recreation centre. Other institutional uses may be permitted within the residential area of this community, subject to the applicable policies of the Official Plan.

All institutional uses shall be subject to site plan control under the provisions of the *Planning Act*. Off-street parking and loading/drop-off areas adequate to meet the requirements of the particular uses should be located close to pedestrian links and transit routes.

Any vacant site designated for a school, place of worship or day care centre may be used for other community scale institutional uses without amendment to this Plan. Any such site may also be utilized for low density residential purposes without amendment to this Plan, however, will require an appropriate amendment to the Zoning By-law.

d) Greenlands Policies

The Bronte Athletic Field in the Bronte District will share with the Queen Elizabeth Park, the community park functions. Coronation

Park is a Community Park designated to serve a Town-wide function.

1.3 **EASTLAKE COMMUNITY - FIGURE "J"**

a) Background

The Eastlake Community extends from Morrison Creek on the west to Winston Churchill Boulevard on the east, and from Lake Ontario to the industrial area south of the Queen Elizabeth Way.

The Community has developed with a low density and is suburban in character.

b) Commercial

The Community Shopping Centre (Linbrook Plaza) is located at the north end of Maple Grove Drive. An area for neighbourhood shopping purposes is not designated, however, provision may be made for integrating Convenience Commercial Centres with the residential development at one or two locations in the future.

c) Residential

The Plan contemplates an ultimate population of 11,000. The Community will consist of low density residential uses for the most part, occupying large lots. Proposed development and redevelopment must be carried out at a scale and with a character in sympathy with the surrounding residential neighbourhoods. The residential infill policies found in Part C, Section 7 of this Plan apply to all infill developments in this community.

d) Institutional

The primary institutional uses envisaged for this District are public and separate schools, places of worship, day care centres, and a community recreation centre. Other institutional uses may be permitted within the residential area of this community subject to the applicable policies of the Official Plan.

All institutional uses shall be subject to site plan control under the provisions of the *Planning Act*. Off-street parking and loading/drop-off areas adequate to meet the requirements of the particular uses will be required. Where possible, institutional uses should be located close to pedestrian links and transit routes.

Any vacant site designated for a school, place of worship, or day care centre may be used for other community scale institutional

uses without amendment to this Plan. Any such site may also be utilized for low density residential purposes without amendment to this Plan, however, will require an appropriate amendment to the Zoning By-law.

e) Greenland Policies

The Greenway Link/Buffer which forms the eastern boundary of the Eastlake Community serves as a separator between the residential area to the west and the industrial area to the east.

i) Parkland

The pattern of parkland within the Eastlake Community consists of a network of parks, playgrounds and schools. All parkland designated areas are identified in Figure "J".

ii) Natural Areas

The provisions of Part D, Section 4.3 of this Plan shall apply to all lands designated Natural Area. An essential feature of this Plan is the valley land and flood plain associated with the Joshua's Creek which traverses the eastern section of the community. These lands shall be developed as public park and open space.

Lands within the Joshua's Creek valley should be maintained in their present states for conservation purposes. The Town will continue a long range program for the acquisition of the valley lands for the purpose of conservation and passive recreation uses.

Natural Areas within the Eastlake Community include those areas of environmental significance and ecological sensitivity in the Town and includes all lands required for flood control and conservation purposes. The purpose of the designation is to protect the important biophysical functions related to flora, fauna, water, soil and air. Where feasible, these lands will also be utilized for passive recreation areas.

Where the lands are designated 'Natural Area' on Figure J and 'Valley Land/Watercourse' on Figures F1 or 'Environmentally Sensitive Area' or 'Floodplain' on Figure F2, the policies of each designation is intended to apply.

Within the area east of Ford Drive, there are 4 parks. Three of the 4 parks (Beechnut Forest Park, Deer Run Park and Joshua's Valley Park) are designated as Natural Areas on Figure J. A portion of Joshua's Valley park is also located on the west side of Ford Drive.

Arkendo Park south of Lakeshore Road East is designated as Natural Area and Parkway Belt West as shown on Figure J.

Another essential feature of this Plan is the Lower Morrison and Wedgewood Creeks with their associated flood plains which traverse the westerly and central section of this community respectively. The lands within the community affected by these watercourses and their associated flood plains will be developed and/or redeveloped to minimize or alleviate any flooding or erosion impacts.

A study entitled "Lower Morrison/Wedgewood Creeks - Flood, Erosion and Master Drainage Study" recommends general policies and strategies for stormwater management and erosion control. Detailed stormwater management studies shall be completed as part of the submission of any development application. Any successor studies shall be completed to the satisfaction of the Town of Oakville and the appropriate Conservation Authority and shall be in conformity with the criteria or requirements of the above referenced study.

iii) Waterfront

Gairloch Gardens at the mouth of the Lower Morrison Creek is considered to be a Community Park and functions to serve the whole of the Town's population.

iv) Private Open Space

At the mouth of the Lower Wedgewood Creek, south of Lakeshore Road East, the valley is designated Private Open Space.

- f) Cornwall Road, south side between Maple Grove Drive and Ford Drive -- every effort will be made to provide a landscape buffer and appropriate noise attenuation measures to protect the residential area abutting Cornwall Road.

- g) The Greenway Link/Buffer which forms the eastern boundary of the Eastlake Community serves as a separator between the residential area to the west and the industrial lands to the east.

1.4 **CLEARVIEW COMMUNITY - FIGURE "K"**

a) Background

The Clearview Community is bounded by the Q.E.W. East Industrial District on the north and south, by the Parkway Belt (Oakville-Mississauga Mini-Belt) on the west, and Winston Churchill Boulevard on the east.

This community is the smallest in Oakville, and is somewhat isolated from other residential areas in Oakville by the Parkway Belt. Nevertheless, the residential population of 6,000 is sufficient to support a reasonably full range of support facilities consisting of local schools, parks, and commercial facilities.

b) Commercial

Commercial facilities for this community shall consist of a Neighbourhood Commercial Centre, centrally located at the intersection of the local collector roads, and a service station site near the intersection of the South Sheridan Way and Winston Churchill Boulevard.

c) Residential

- i) The Clearview Community shall consist of low and medium density residential areas.
- ii) The Plan contemplates an ultimate population of 6,000 persons.

d) Institutional

The primary institutional uses envisaged for this District are public and separate schools, places of worship, day care centres, and a community recreation centre. Other institutional uses may be

permitted within the residential area of this community, subject to the applicable policies of the Official Plan.

All institutional uses shall be subject to site plan control under the provisions of the *Planning Act*. Off-street parking and loading/drop-off areas adequate to meet the requirements of the particular uses will be required. Where possible, institutional uses should be located close to pedestrian links and transit routes.

Any vacant site designated for a school, place of worship, or day care centre may be used for other community scale institutional uses without amendment to this Plan. Any such site may also be utilized for low density residential purposes without amendment to this Plan, however, will require an appropriate amendment to the Zoning By-law.

e) Greenland Policies

The Natural Feature designation as shown on Figure F1 of the Official Plan has been refined to a specific land use designation as shown on Figure "K" Land Use Plan, Clearview Community.

i) Natural Area

It is an essential feature of this Plan that the geomorphological feature of the Old Lake Iroquois , its associated vegetation, and the northerly wooded area within this community be preserved as dominant natural features of the community.

The woodlot located between Kingsway Drive and Sir David Drive within this community is also designated within the Official Plan on Figure F1. Where the land is designated Natural Area on Figure K and Woodland on Figure F1, the policies of each designation is intended to apply.

Within the area south of Kingsway Drive, there are 5 parks. Two of these parks, namely Clearview Woods and Avonhead Ridge Trail, are designated as Natural Areas.

ii) Parkland

The major feature of this community is a central parkway system which not only contains parks, bicycle paths, and walkways, but also serves to locate the major community activities such as schools and shopping facilities.

Figure K, Land Use Plan, identifies the location of existing parkland areas.

f) Industrial Buffer

The Community is bounded on the north and south by industrial areas that are to be separated from the residential areas by substantial buffer zones. While these industrial areas are extensions of the Queen Elizabeth Way East Industrial District, they form necessary elements in the overall plan for the Clearview Community in that they buffer the residential areas from noise generated by the Q.E.W. on the north and the C.N.R. mainline on the south.

Where the residential area is adjacent to Ford Drive, the effects of noise generated by Ford Drive will be attenuated by the use of single loaded local streets adjacent to Ford Drive and grade separations between the residential lots and Ford Drive, as well as other techniques that may be feasible. Where residential lots flank Ford Drive, wider than usual lots will be created so that noise berming and fencing can be accommodated and appropriate landscaping can be established.

1.5 COLLEGE PARK COMMUNITY - FIGURE "L"

a) Background

The College Park Community focuses on the Sheridan College Campus which occupies approximately 41 hectares. The western boundary of the community is the Sixteen Mile Creek, the northern boundary is the Upper Middle Road, the eastern boundary is the east branch of the Morrison Creek, and the southern boundary is the Queen Elizabeth Way, and the Morrison-Wedgewood Diversion Channel north of the Oakville Place Shopping Mall.

b) Commercial

i) The Community Shopping function for this community is provided by the Regional Shopping Centre which is located within the Midtown Core Employment Lands District in the northwest quadrant of the QEW and Trafalgar Road to a maximum retail commercial floor space of 80,000m². Through an application to amend the Zoning By-law to permit an expansion of the Regional Shopping Centre, the maximum permitted retail commercial floor space shall be established. Holding provisions may be utilized to ensure that required studies are completed and implemented to the satisfaction of the Town prior to any rezoning becoming effective and development proceeding. Proposals to amend the Zoning By-law shall be evaluated on the basis of the following:

- a conceptual site plan which identifies how the proposed expansion relates to the existing centre and the adjacent residential neighbourhood to the west and north with respect to privacy, noise, signage, lighting, appropriate building height, location and height of parking structures, location and function of delivery routes and delivery bays, site access and site circulation;
- a traffic impact study which identifies and addresses the timing of proposed future road infrastructure improvements relative to proposed expansion and ensures there is adequate capacity in the road system to accommodate any commercial expansion on the site.

- ii) Neighbourhood and Convenience Commercial sites have been established in the following areas:
- Sixth Line opposite Culham Street (intended to be a Convenience Commercial Centre only);
 - Marlborough Court and Trafalgar Road, northeast corner;
 - North Service Road between Kent Avenue and Churchill Avenue;
 - Trafalgar Road and White Oaks Boulevard opposite the Oakville Municipal Offices. This area is also the location of an Arterial Commercial designation;
 - Sixth Line and Elm Road; and
 - Upper Middle Road and Trafalgar Road, southeast corner. The uses of this land are limited to the retail sale of automobile fuel products.
- c) Residential
- i) The residential area of this community is proposed to contain 13,000 persons by the end of the Plan period.
- ii) Most of the older residential districts within the community are single family with moderately large lots. Subsequent development has aimed at a residential mix to increase the variety of accommodation.
- iii) The higher density housing is largely confined to the Trafalgar Road corridor. The lands south of Upper Middle Road and east of Trafalgar Road are developed with a mixture of detached singles and multiple housing forms.
- iv) At the northeast corner of Queens Avenue and Parkhill Road, high density residential uses are permitted with a maximum height of six storeys. Notwithstanding the density shown on these lands in Figure "L", a maximum of 36 units will be permitted on this corner property providing the total number of units on Lots 3 and 36 of Plan 418 does not exceed 41 units.

- v) On the south side of Queens Avenue, on Lot 2 Plan 418, an apartment building with a maximum of 95 units shall be permitted. The building shall be designed to accommodate seniors and shall not exceed 6 storeys. The site and building designs with respect to orientation, scale, massing and architectural expression shall have regard for the highly visible location of the site.
- vi) On the south side of Queens Avenue on Lots 4, 5 and 6, Plan 418, a maximum of 24 units shall be permitted. The height of the units shall not exceed 4 storeys.

d) Greenland Policies

General Policies

The Natural Features designations shown on Figures F1 and F2 of the Official Plan have been refined to specific land use designations as shown on Figure "L", Land Use Plan, College Park Community.

i) Parkland

- a) Parkland as shown of Figure "L" provides approximately 12 hectares of land.
- b) A Community Park of approximately 8 hectares is centrally located abutting General Wolfe Secondary School. This park will also function as a neighbourhood park.

ii) Natural Areas

Notwithstanding the designations in the Oakville Official Plan, the area associated with the Sixteen Mile Creek is designated as a Regional Environmentally Sensitive Area. Regard must be had to Part D, Section 4 and Figure F1 and F2 of the Official Plan, along with the relevant Regional Official Plan requirements, prior to any development approval.

iii) Private Open Space

Notwithstanding the policies contained in Part D, Section 4 of the Town of Oakville Official Plan, in the event of a natural disaster damaging or destroying part or all of an existing private open space use on lands designated "Natural Area",

the owner, being the Oakville Golf Club, shall be permitted to rebuild and/or restore the use to its previous condition subject to the owner demonstrating, to the satisfaction of the Town, by way of an Environmental Impact Statement, that erosion and any adverse impacts to water quality, water quantity, slope stability, wildlife habitat, existing vegetation and drainage will be minimized and existing valley slopes will not be disturbed by the proposed redevelopment. Necessary mitigation measures shall be implemented to the satisfaction of the Town.

e) Community Services

- i) The Town of Oakville Municipal Offices and the Police Headquarters are located near the intersection of White Oaks Boulevard and Trafalgar Road.
- ii) Municipal and other public oriented community services are to be located in the vicinity of White Oaks High School.

f) Institutional Facilities

Community College -- Sheridan College is prominently located within the community, and it is intended that pedestrian access to the campus be created via ravine paths and other walkway systems.

The primary institutional uses envisaged for this District are public and separate schools, places of worship, day care centres, and a community recreation centre. Other institutional uses may be permitted within the residential area of this community subject to the applicable policies of the Official Plan.

All institutional uses shall be subject to site plan control under the provisions of the *Planning Act*. Off-street parking and loading/drop-off areas adequate to meet the requirements of the particular uses will be required. Where possible, institutional uses should be located close to pedestrian links and transit routes.

Any vacant site designated for a school, place of worship or day care centre may be used for other community scale institutional uses without amendment to this Plan. Any such site may also be utilized for low density residential purposes without amendment to this Plan, however, will require an appropriate amendment to the Zoning By-law.

1.6 **IROQUOIS RIDGE COMMUNITY -- FIGURES "M1" AND "M2"**

1.6.1 **IROQUOIS RIDGE COMMUNITY - SOUTH DISTRICT - FIGURE "M1"**

a) Description

The Iroquois Ridge South District is bounded on the south by the Morrison-Wedgewood aqueduct, on the west by the east branch of the Morrison Creek, on the north by Upper Middle Road, and on the east by the Parkway Belt.

This community is designed to function together with the Iroquois Ridge North District to provide a complete range of community shopping and recreation facilities.

b) Commercial

A community scale shopping centre is located in the vicinity of Eighth Line Road and Upper Middle Road in the Iroquois Ridge North District. This centre is designed to serve both sections of the community.

c) Residential

The residential area of this southern portion of the community is designed to achieve a population of 7,000 persons at an average residential density of 31 persons per gross hectare.

The average population density may be exceeded in the vicinity of the proposed community shopping centre with a view to promoting centralization of community functions.

d) Greenland Policies

The pattern of Greenland within the Iroquois Ridge Community (South District) relates to a network of parks, valley lands, ridgelands, schools and linkages between the main open space activity areas.

i) Parkland

Community facilities for both the Northern and Southern Districts will be provided at a central location within the

northern portion of the Iroquois Ridge Community. Figure M1 identifies the location of the existing parkland areas.

ii) Natural Area

The Natural Areas of this community are shown on Figure M1 of this Official Plan. Where the lands are designated 'Natural Area' on Figure M1 and 'Valleyland/Watercourse' or 'Woodland' on Figure F1, the policies of each designation is intended to apply.

e) Institutional

The primary institutional uses envisaged for this District are public and separate schools, places of worship, day care centres, and a community recreation centre. Other institutional uses may be permitted within the residential area of this community, subject to the applicable policies of the Official Plan.

All institutional uses shall be subject to site plan control under the provisions of the *Planning Act*. Off-street parking and loading/drop-off areas adequate to meet the requirements of the particular uses will be required. Where possible, institutional uses should be located close to pedestrian links and transit routes.

Any vacant site designated for a school, place of worship, or day care centre may be used for other community scale institutional uses without amendment to this Plan. Any such site may also be utilized for low density residential purposes without amendment to this Plan, however, will require an appropriate amendment to the Zoning By-law.

1.6.2 IROQUOIS RIDGE COMMUNITY -- NORTH DISTRICT - FIGURE "M2"

a) Background

The Iroquois Ridge North District is bounded on the south by Upper Middle Road; on the west by Trafalgar Road and the Uptown Business Core; on the north by Dundas Street; and on the east by the Parkway Belt and a line 30 metres from the west top-of-bank of Joshua's Creek. This district is designed to function as an integrated unit with the Iroquois Ridge South District for which it provides the community shopping and community park space as well as a secondary school site. The following policies, however, apply to the Iroquois Ridge North District only.

b) Commercial

The location of the Uptown Business Core located immediately to the west and northwest will influence the provision of separate commercial services within the Iroquois Ridge Community. A certain amount of the convenience and community shopping activities are expected to be provided by the Core in addition to its Regional Shopping Centre role.

The hierarchy, location, and uses permitted within the various commercial areas of the Iroquois Ridge North District are outlined as follows:

i) Community Shopping Area

Community Shopping uses are provided at the northeast corner of Upper Middle Road and Eighth Line. The maximum site size is 7.5 ha. This centre will serve both the North and South Iroquois Ridge Districts.

ii) Neighbourhood Commercial Centres

There is one Neighbourhood Commercial Centre located on Dundas Street in the north central area of the Community.

The maximum site size of Neighbourhood Commercial Centres will not exceed 2 hectares. In addition to providing convenience commercial goods and services to the adjacent residential area, a home and garden theme centre will also be permitted at this location. Access is intended to be provided

by the entrance road south of Dundas Street which abuts this site.

iii) Convenience Commercial Centres

Three Convenience Commercial Centres are located in the District; one at the intersection of Glenashton Drive and Grosvenor Street. A second site is located at Glenashton Drive and Trafalgar Road, and a third site is located on Grand Boulevard north of the Ontario Hydro corridor.

Convenience Commercial Centres, other than the sites established shown in Figure "M2", will not be permitted in the Iroquois Ridge Community - North District.

c) Residential

i) General Policies

The Iroquois Ridge Community - North District is designed to have a mature state population of 16,000, with an overall density of 37 persons per gross hectare. The density is based on the persons per household occupancies outlined in this Plan to 2011.

The Iroquois Ridge Community - North District is predominantly designated for low density residential development. Low Density II residential development will be permitted in appropriate areas within this designation subject to an amendment to this Plan. Larger than normal lot sizes will be specifically required along the community collector roads so that the number of driveway entrances onto these roads can be minimized and the general appearance of the street is enhanced.

Where direct access of residential development is permitted onto collector and minor arterial roads, a greater front yard setback will be required to ensure adequate off-street parking. Also, a means of accessing the roadway other than backing onto the street will be considered in the development of the lands.

The Iroquois Ridge Community - North District will consist of low and medium density housing. The various types of housing will permit a range of ownership forms including

freehold, rental, cooperative, non-profit, rent-assisted, and other forms which may be applicable. The residential designation does not determine the form of tenure.

ii) Residential Special Areas

There are areas on the Land Use Plan, Figure "M2", which are unique because of their special topographical and/or vegetation and locational characteristics, and therefore, are designated "Residential Special". The following policies apply to these areas:

The development plans for the Residential Special uses will be specifically designed to preserve intact the overall wooded character of the area and to extend possible individual specimen trees that may be identified. This may be achieved by setting aside certain high quality areas of woodland for preservation as part of public lands or as privately held reserves in common ownership. To provide the maximum degree of flexibility in the development of these residential special areas while still ensuring the achievement of the goal of tree preservation, a wide range of housing forms will be permitted, including detached dwellings, semi-detached dwellings, and multiple housing will also be encouraged. Development within the wooded area will be subject to site plan control. The development of lots for detached dwellings in the "Residential Special" designation will be on larger than normal lots.

The density of development in these areas will not exceed 12 units per gross hectare within any one Residential Special area.

The Residential Special area located east of Grand Boulevard and south of the Ontario Hydro corridor is within an area designated on Figure "F1" as "Woodlands" and on Figure "F2" as an Environmentally Sensitive Area. Regard must be had to Part D, Section 4.3 of this Plan, and the associated Regional Official Plan requirements, prior to any development approval.

d) Greenland Policies

The pattern of Open Space within this district is structured around three (3) features; the East Morrison Creek, the Parkway Belt West

Plan land to the east and the combined rights-of-way of Ontario Hydro, Interprovincial Pipeline and the TransCanada Pipeline which traverses through the centre of the district.

i) Parkland

The major community park serving both Iroquois Ridge Community districts will be centrally located within the northerly district.

Additional parkland will be provided north of the combined utility right-of-way.

Figure M2 (Land Use Plan) identifies the existing location of the parkland areas.

A community park will be located on the northeast corner of Glenashton Drive and Eighth Line. This Community Park will provide active recreational areas with major playing fields and other sports facilities. It is anticipated that this facility will be lighted in order to extend the hours of operation and thus their usefulness to the community. Notwithstanding the 'Parkland' designation on the northeast corner of Glenashton Drive and Eighth Line, the TransCanada Pipeline and the Interprovincial Pipeline corridors traverse the northerly half of this designation.

Pedestrian and bicycle pathways, either separate or combined, will be accommodated by a linked open space system consisting of the Natural Areas, Parkland and utility rights-of-way.

ii) Natural Area

Where a Natural Area is comprised of a significant wooded area, it is the intent of this Plan to preserve the woodland in its natural state.

The Natural Areas of this district are also designated on Figure F1 of this Official Plan. Where the lands are designated Natural Area on Figure M2 and Valleyland/Watercourse and Woodland on Figure F1, the policies of each designation is intended to apply.

Stormwater management facilities may be located within a

Natural Area provided any impacts are minimized.

iii) Other Environmental Policies

In order to ensure suitable separation, landscape screening, and noise attenuation in residential environments from the major arterial roads - Trafalgar Road and Upper Middle Road – a landscaped buffer of at least 15 metres in width will be required along Dundas Street. The buffer will be gradually narrowed adjacent to the commercial site and the place of worship. All residential development adjacent to the above mentioned arterials will be constructed on service roads parallel to the arterial, as opposed to permitting reverse frontage lots on such arterials. Where adequate screening, separation, and noise attenuation can be achieved by other methods such as an adjacent roadway that is significantly depressed, or a major natural buffer, service roads may not be required. Noise walls as a primary method of noise control are to be strictly limited.

Prior to development being approved in the Phase 2 area, for each watershed proposed to be developed, the proponent will be required to undertake detailed drainage studies of the watershed for the lands north to Dundas Street and north of Dundas Street. These studies will determine what changes to the watercourses south of Dundas Street would be necessary if urbanization were to occur north of Dundas Street, as well as determine if any lands need to be set aside for stormwater management purposes.

iv) Open Space/Utility Corridors

Utility Corridors consisting of linear open space areas will be the major east/west trail system and used to connect the various neighbourhoods with parkland areas. These corridors will range between 15 and 30 metres in width and will be part of the pedestrian and bicycle transportation network.

The area east of Grand Boulevard, south of the Ontario Hydro Corridor is identified on Figure "F1" as "Woodlands" and "Environmentally Sensitive Area" on Figure "F2". Regard must be had to Part D, Policy 4.3 of the Official Plan along with the associated Regional Official Plan requirements, prior to any development approval.

Notwithstanding the 'Open Space/Utility Corridor' designation within Glenashton Park, recreational sports fields will be permitted.

e) Institutional

The primary institutional uses envisaged for this District are public and separate schools, places of worship, day care centres, and a community recreation centre. Other institutional uses may be permitted within the residential area of this community subject to the applicable policies of the Official Plan.

All institutional uses shall be subject to site plan control under the provisions of the *Planning Act*. Off-street parking and loading/drop-off areas adequate to meet the requirements of the particular use will be required. Where possible, institutional uses should be located close to pedestrian links and transit routes.

Educational facilities consisting of elementary and secondary schools are to be located adjoining public parks where possible, central to the units of population served, with sites adequate for buildings, possible future expansion, and recreation facilities.

Any vacant site designated for a school, place of worship, or day care centre may be used for other community scale institutional uses without amendment to this Plan. Any such site may also be utilized for low density residential purposes without amendment to this Plan, however, will require an appropriate amendment to the Zoning By-law.

f) Phasing

The phasing of this community is shown on Figure "C" of the Official Plan. Prior to any development occurring in the Phase 2 Urban Area, an Official Plan Amendment will be required to bring such lands into current development consistent with Part C, Section 2.2 of the Official Plan.

Prior to the substantial development of the Phase 2 Area, transportation and traffic studies will be required to be completed to the Town of Oakville's satisfaction, to ensure that the existing and proposed road network is adequate to handle the traffic generated by the proposed development. New development will generally not be permitted to proceed until adequate transportation capacity is

provided.

g) Services

Prior to development occurring in the Phase 2 Area, a Master Servicing Plan will be prepared. This study will examine how sanitary sewer, water, and storm sewer services will be extended into the Phase 2 Area, and to ensure that all properties can be serviced. All development must conform to the Town's Storm Drainage Criteria Manual.

Traversing the core area are linear utility corridors - Ontario Hydro, TransCanada Pipelines, and InterProvincial Pipelines. These existing utility corridors are permitted uses and adjacent development will be required to recognize the constraints associated with the utilities. Subject to approval from the appropriate authority, the utility corridor will also be used for open space purposes as part of the pedestrian and bicycle trail system.

h) Parkway Belt West Plan

The development of those lands which are affected by the Parkway Belt West Plan as indicated on Figure "M2" shall be subject to the policies and provisions of the Parkway Belt West Plan.

1.7 GLEN ABBEY COMMUNITY - FIGURE "N"

a) Background

The Glen Abbey Community is bounded by the Burlington-Oakville Mini-Belt of the Parkway Belt West Plan on the west, Upper Middle Road on the north, the Sixteen Mile Creek on the east, and the Queen Elizabeth Way West Industrial District on the south. The Glen Abbey Community will be primarily residential in character. A mix of housing ranging from single family detached residences on various sizes of lots to medium density and high density multiple attached and apartment housing forms will be provided. The majority of the residential development will be low density in character.

b) Commercial

i) Community Shopping Areas

Community Shopping uses will be provided as follows:

The location at the southwest corner of the Dorval Drive and North Service Road intersection will be the principal community shopping area, serving primarily the residential population within the Glen Abbey Community and the adjacent industrial areas. The services provided at this site will include food and department store type merchandise, as well as other service and retail facilities. In addition, offices, a hotel, and a mix of institutional and recreational uses will be permitted. Notwithstanding Part D, Section 2.2, the maximum size of this Community Shopping Area will be 24,830 square metres of gross leasable retail floor area, with the overall area of the site not exceeding 12 hectares.

A second Community Shopping Area is provided at the southeast corner of the Third Line and Upper Middle Road. Retail commercial and service uses will be provided at this site. The maximum size of the retail commercial component of the community commercial area will be 9,400 square metres of gross leasable floor area. In addition to the retail commercial area, office, institutional, and recreational uses will be permitted, and automobile service stations will be permitted. The overall site size for the community shopping area may not exceed four (4) hectares.

ii) Neighbourhood Commercial Centres

Four Neighbourhood Commercial Centres are located within the Glen Abbey Community. These centres are provided at locations which will provide for the day to day convenience needs of a neighbourhood. It is intended that a food related store will be the major use located in such centres. The maximum site size of Neighbourhood Commercial Centres will not exceed two (2) hectares.

c) Residential

i) General Policies

The Glen Abbey Community is anticipated to have a maximum population of 23,000 persons, with an overall density of 40 persons per gross residential hectare.

The provision of a wide variety of dwelling units differing in form, density, size, tenure, and price will be provided in the Glen Abbey Community.

In medium density and high density designations, senior citizen housing is permitted. Senior citizen housing in medium and high density designated areas will not be subject to the density provisions of the Plan but the development of senior citizen housing will be consistent with the general character of the applicable land use designation in terms of height and minimum site size.

ii) Residential Special

There are areas on the Land Use Plan Figure "N" which are unique because of the special physical site and locational characteristics and therefore, are designated "Residential Special" followed by the letters "(A)" or "(B)". The following policies apply to those areas in addition to the policies outlined above.

iii) Residential Special (A)

The area east and north of Dorval Drive, west of Glen Abbey Golf Course, and south of Upper Middle Road, will be developed for low density residential uses where cluster and other innovative forms of housing incorporating planned unit

development techniques will be encouraged. Detached, semi-detached, and multiple attached housing will be permitted in this area, subject to the density constraint. The density of development in this area will not exceed 12 units per site hectare.

In the development of this area, there will be a high proportion of commonly-owned open space areas to private areas to encourage a system of pedestrian and cycle trails and to incorporate an open space and recreational character compatible with the adjacent Glen Abbey Golf Course.

There will be one primary access from Dorval Drive opposite the link collector road, being Monastery Drive. Other secondary or emergency access points to the area may be considered. A landscaped buffer strip will be located between the development and Dorval Drive consisting of a combination of planting, berms, walls, and fences. The function of this buffer is to protect the residential development from the noise and visual impact of Dorval Drive.

It is intended that the open space in the subject area will be privately or commonly maintained, as opposed to being maintained by the municipality.

iv) Residential Special (B)

On the west side of Montrose Abbey Drive, there is a wooded area which has been identified as environmentally significant. This wooded area is shown on Figure 'F1' of this Plan. Policies have been developed to prevent the destruction of trees desirable and suitable for both preservation and incorporation within the proposed land use of the area.

At the time of development applications being submitted to the municipality in environmentally significant areas, detailed tree inventories will be prepared showing accurately the location of each significant tree and accompanied by an arborist's report indicating the species and health of the tree.

The development plans for Residential Special (B) areas will be specifically designed to preserve intact both the wooded character of the area and individual specimen trees that may be identified, to the maximum extent possible. To provide the maximum degree of flexibility in the development of

Residential Special (B) areas while still ensuring the achievement of the goal of the preservation of the trees, a wide range of housing forms will be permitted including single family detached, semi-detached, and multiple attached residential units. Cluster and other innovative forms of housing will also be encouraged. Development in Residential Special (B) areas will be subject to Site Plan Control.

The density for the site designated Residential Special (B) on the west side of Montrose Abbey Drive will not exceed 16 units per site hectare for all types of residential housing forms.

d) Greenland Policies

i) Parkland

Local parkland consists of parkettes, neighbourhood parks, community parks, and greenway links. Approximately 30 hectares of local parkland is provided in the Glen Abbey Community.

ii) Natural Area

Where the lands are designated 'Natural Area' on Figure 'N', they are more specifically designated a 'Valley Lands/Watercourse', 'Woodlands' or 'Environmentally Sensitive Area' on Figures 'F1' or 'F2'. The policies contained within Part D, Section 4 as they apply to each specific natural feature is intended to apply.

Pedestrian and bicycle pathways will be accommodated by a linked open space system consisting of ravines and watercourses, schools, parks, greenway links, the berm/buffer areas, and utility lands.

iii) Private Open Space

The Town of Oakville recognizes the Glen Abbey Golf Course as a major private recreation and tourist facility serving Oakville and areas extending beyond the region, distinguished by its physical size, urban location within an existing residential community and by the social, cultural, recreational, aesthetic, employment and economic benefits it provides to the community.

The Town of Oakville further recognizes the needs of Glen Abbey Golf Course in providing services to the community, its clients, its membership responsibilities and physical regeneration requirements of a championship facility.

The Town of Oakville supports the continued development of the Glen Abbey Golf Course as a golf-related recreation and tourist facility, including all uses specific to the normal operation, function and management of the golf course and to the implementation of related programs, administrative functions and operations. Accordingly, it is the intent of this Plan to recognize the existing facility on the site and to provide flexibility for use of the lands to meet changing needs.

The Glen Abbey Golf Course is designated Private Open Space, Natural Area and Residential Special on Figure "N". In addition to such policies as may be stated elsewhere in the Official Plan for those designations, the following uses shall also be permitted within the Private Open Space designation:

Golf-related uses specific to the normal operation, function and management of the Glen Abbey Golf Course and the implementation of ancillary programs and administrative functions specific to the golf course operation.

Limited retail, service commercial, manufacturing and storage of products associated with the principal use; facilities for the publication of material specifically related to the initiatives of the golf course; recreational, educational and cultural facilities in support of the operations and initiatives of the golf course; administrative offices specific to the functions of the golf course; maintenance/groundskeeper facilities and limited residential uses including existing residential uses.

A hotel/conference center together with accessory facilities and uses thereto; banquet and dining facilities.

e) Institutional

The primary grouping of institutional facilities contemplated for the Glen Abbey Community are educational facilities and places of worship, community recreation centres, day care centres, library and fire station. All institutional uses shall be subject to site plan control under the provisions of the *Planning Act*. Off-street parking

adequate to meet the standards of the particular use will be required. Where possible, institutional uses should be located close to pedestrian and transit links.

Educational facilities consisting of elementary and secondary schools are to be located adjoining public parks where possible, central to the units of population served, with sites adequate for buildings, possible future expansion, and recreation facilities.

Educational facilities not specifically permitted by other policies of this Plan may be permitted in any appropriate institutional designation subject to the above locational criteria, and subject to a site specific zoning application.

Any vacant site designated for school, day care centre or place of worship may be used for other community scale institutional uses or residential uses without amendment to this Plan. Any such site may also be utilized for low density residential purposes without amendment to this Plan, however, will require an amendment to the Zoning Bylaw.

Notwithstanding the place of worship designation on the lands at the southwest corner of Merchant's Gate and the Third Line on Figure N, Glen Abbey Community, those lands may be used for low density residential uses at a maximum density of 19 units per site hectare.

f) Lands in the Area of Dorval Drive and North Service Road

The lands in the area of Dorval Drive and North Service Road are prominently located, with good visibility from the Queen Elizabeth Way, and are highly accessible to large volumes of traffic and accessible to most areas within the Town of Oakville. Because of these locational characteristics, the form and function of the land uses will be of a higher order nature than the primarily low density residential and associated uses which is typical of the balance of the community.

The North Service Road will be reconstructed so that the road curves will be less severe and will be capable of better accommodating high volumes of traffic flow.

At the southwest corner of the Dorval Drive, North Service Road intersection, a Community Shopping Area will be established.

- i) A site specific zoning by-law will be developed in accordance with a detailed urban design study to be prepared by the proponents for the ultimate development of the area.
- ii) The urban design study which must be approved by the Town shall include plans for the sequential development of the area and an analysis of the urban character of the overall form of the area to be controlled by detailed design guidelines concerning building height, building setbacks, massing, allowable site coverage, parking standards by type of use, and suggested site plan controls by area and use.

Prestige Industrial uses will be continued along the north and west sides of the North Service Road. A substantial landscaped buffer in this area between the residential lands and the industrial lands will be provided. This buffer area will be the continuation of the existing buffer on the lands to the west which follows and includes the existing hill, and will extend to the North Service Road. The buffer area will function as a pedestrian/bicycle walkway to the North Service Road and the community shopping area.

A residential/office park will be located on the lands to the northwest of the Dorval Drive and North Service Road intersection. The office component will front primarily on Dorval Drive and the residential development to the west and reflect the scale and density of the existing uses. The height of buildings in the commercial area will generally be related to building setback to protect the privacy of the abutting residential areas. The general pattern shall be that the highest buildings, to a maximum height of six (6) storeys, will be located adjacent to Dorval Drive with the heights of buildings decreasing towards the lands adjacent to the residential areas where the maximum height will be three (3) storey buildings. Maidstone Crescent may be extended to provide access to the residential lands only, and will, in no case, be extended to connect to North Service Road or Dorval Drive. The residential development in the subject area should be of a scale and design so as to not alter the character of Maidstone Crescent as a local residential street when it is extended into the area. The floor area ratio of the office uses will not exceed one times lot coverage.

Prior to the approval of a zoning amendment on the residential/office park lands, an urban design study will be undertaken by the proponent and approved by the Town to examine certain aspects of the development on the lands

designated for prestige industrial use and the residential/office park including:

- a traffic study for the proposed land use options within the subject block;
- the internal design and layout options for the block showing building locations, circulation patterns, and land uses;
- the location and the interface between the residential and office development;
- the location of parkettes, tot lots, and small playgrounds;
- the form, scale, density, and height of the proposed residential and commercial development;
- the setback and buffer treatment between the residential and office development;
- initial architectural design concepts;
- provision of a buffer area between the residential uses and major roads.

Medium density residential uses are located on the lands to the north and east of Dorval Drive. These lands are adjacent to the valley of the Sixteen Mile Creek and the Glen Abbey Golf Course. The lands consist of two parcels adjacent to Dorval Drive, a major arterial road. The lands are designated Medium Density, permitting a maximum of 50 units per site hectare on Figure "N", Land Use Plan, Glen Abbey Community.

The lands are bounded by Natural Areas and the approval of the Zoning By-law and the development of the site will be consistent with the policies of the Natural Areas which are intended to ensure integration into the community while ensuring preservation of the surrounding natural environment. The wooded nature of the trail system shall be maintained and only limited access points will be established along the trail system to improve rear yard privacy along the trail system of the adjoining Natural Areas.

In the area east of Dorval Drive and south of North Service Road, arterial commercial uses will be located. These uses, which shall not include hotels, will compliment the proposed adjacent

community commercial development, the office development, and the high density residential development. The arterial commercial uses are also appropriate in this area by virtue of the lands prominent exposure and access to the main traffic routes through the Town of Oakville. Large Scale Retail Sale of Merchandise Uses will be permitted on a maximum of 6.4 hectares within this Area.

1.8 RIVER OAKS COMMUNITY - FIGURE "O"**a) Background**

The River Oaks Community is bounded by Dundas Street on the north; the Sixteen Mile Creek on the west; Upper Middle Road on the south; and Trafalgar Road and the Uptown Business Core adjacent to Trafalgar Road on the east.

That portion of the River Oaks Community located to the west of Neyagawa Boulevard is referenced as the River Oaks Phase 2C Special Study Area. This area is subject to the specific policies contained in Subsection (h) of this Section 1.8.

The River Oaks Community will be primarily residential in character with a mix of housing ranging from detached dwelling units on various sized lots to medium density and high density residential development. The amount of high density development within the River Oaks Community will be relatively small. It is intended that the high density housing component will be mainly concentrated in the Uptown Business Core area located south of Dundas Street and centered on Trafalgar Road.

The Uptown Business Core will be located immediately to the east and northeast of the River Oaks Community. The development of the community in the area adjacent to the Core will be influenced by the uses and functions associated with the Uptown Business Core to ensure a reasonable transition of land uses, to ensure adequate buffering of certain uses, and to enhance the focus and importance of the Uptown Business Core within the Town of Oakville north of the Queen Elizabeth Way.

b) Commercial

The location of the Uptown Business Core located immediately to the east and northeast will influence the provision of commercial services within the River Oaks Community. A certain amount of the convenience and community shopping activities are expected to be provided by the Core in addition to its role in meeting the commercial demand of a wider area.

The hierarchy, location, and uses permitted within the various commercial areas of the River Oaks Community are outlined as follows:

i) Community Shopping Area

The lands at the southeast corner of Neyagawa Boulevard and Dundas Street will be a Community Shopping Area. This centre will serve primarily the residential population within the westerly sector of the River Oaks Community. The services provided at this site will include food and department store type merchandise as well as service and retail facilities. In addition, offices and a mix of institutional and recreational uses will be permitted. A limited amount of auto commercial uses may also be permitted at this site.

Notwithstanding Part C, Section 2.2.3 (a) of the Official Plan, the lands located at the south east corner of Dundas Street and Neyagawa Boulevard, being .40 hectares in area, may be developed in accordance with the provisions of this Section and by utilizing a Holding zone.

A severance creating a parcel of land at the southeast corner of Dundas Street and Neyagawa Boulevard with an area of 0.40 hectares is permitted, provided that in a site specific zoning by-law a Holding symbol ("H") will be utilized and not removed until:

- the final engineered location of the proposed Neyagawa Boulevard has been determined and satisfactory transportation and traffic studies have been provided to and approved by the Town;
- the phasing policies of the Town's Official Plan permit the physical development of the Commercial Shopping Area, which includes the lands;
- full municipal services, including Regional services, are available to service the lands;
- a satisfactory site plan has been approved by the Town; and
- the Town is satisfied, subject to the owner's right to appeal to the Ontario Municipal Board, that the lands may be used for commercial uses permitted in the C6 zone, plus a convenience store as an ancillary use to a service station.

The Town may review the uses permitted subject to the "H" on the lands when reviewing the zoning of the remainder of the adjoining lands designated Community Shopping Area, and the Town may consider revising the location of the proposed service station and related ancillary uses within the Community Shopping Area designation.

Pending lifting of the "H", existing uses on the site continue to be permitted.

ii) Arterial Commercial Areas

There are three Arterial Commercial sites identified in the River Oaks Community located adjacent to Trafalgar Road.

The site at the southwest corner of River Oaks Boulevard and Trafalgar Road will be limited to one hectare in area and the uses permitted will consist of office uses. The height of the building will not exceed four storeys. No access will be permitted onto Trafalgar Road.

The second site located at the north-east corner of Upper Middle Road and Trafalgar Road will be limited to a service station and a retail gas outlet.

The third site located south of TransCanada Pipeline easement and west of Trafalgar Road will be approximately 1.5 hectares in area and will consist mainly of office uses and ancillary service and retail commercial uses. The service commercial and retail commercial uses will generally not exceed 1,000 m² in floor area.

iii) Neighbourhood Commercial Centres

There are three Neighbourhood Commercial Centres located within the River Oaks Community. These centres are located in the community at sites which will provide ready access to the residential population for day to day convenience needs.

The maximum site size of Neighbourhood Commercial Centres in the River Oaks Community will not exceed 1 hectare.

The Neighbourhood Commercial Centre at the south-west corner of River Oaks Boulevard and Trafalgar Road will be

located predominantly west of the Arterial Commercial site at the immediate corner and the access and parking will be integrated with the Arterial Commercial site. No access will be permitted onto Trafalgar Road.

iv) Convenience Commercial Centres

Three Convenience Commercial Centres are located in the Community. One site is at the intersection of Munns Avenue and River Oaks Boulevard. A second site is at the intersection of Neyagawa Boulevard and the northerly east-west collector road. The third site is located between Sixth Line and Trafalgar Road south of the Uptown Business Core.

Convenience Commercial Centres, other than the sites established shown in Figure "O", will not be permitted in the River Oaks Community.

c) Residential

i) General Policies

The River Oaks Community is anticipated to have a maximum population of 15,600 persons at maturity, north and east of Neyagawa Boulevard, with an overall density not exceeding 37 persons per gross hectare. The density is based on the persons per household occupancies outlined in this Plan to 2011.

The River Oaks Community is predominantly designated for low density residential development. Low Density II residential development will be permitted in appropriate areas within this designation subject to an amendment to this Plan. Larger than normal lot sizes will be specifically required along the community collector roads so that the number of driveway entrances onto these roads will be minimized and the general appearance of the street is enhanced.

Where direct access of residential development is permitted onto collector and minor arterial roads, a greater front yard setback will be required to ensure adequate off-street parking. Also, a means of accessing the roadway other than backing onto the street will be considered in the development of these lands.

The various types of housing in the River Oaks Community will permit a range of ownership forms including freehold, rental, cooperative, non-profit, rent-assisted, and other forms which may be applicable. The residential designation does not determine the form of tenure.

ii) Residential Special Areas

The "Residential Special" areas have been designed to preserve these special characteristics to the maximum extent possible. All development within wooded areas is subject to Site Plan Control.

The density of development in these areas will not exceed 12 units per gross hectare within any "Residential Special" area.

iii) Sixth Line Neighborhood

The Sixth Line Neighbourhood is bounded by the new Sixth Line to the west, the TransCanada Pipeline easement to the south, the former Sixth Line and the Morrison Creek West Branch to the east.

Notwithstanding the density shown for these lands on Figure "O", which indicates a maximum residential density of 35 units per site hectare, development will be considered on a net area basis with the maximum density not exceeding 35 units per net hectare subject to the maximum number of units in this neighbourhood not exceeding 192 dwelling units.

Notwithstanding Part D, Land Use Policies, Section 1.2 c), in addition to the multiple-attached dwelling types permitted, detached dwellings, semi-detached dwellings and small scale low rise (maximum 3 storeys) apartment buildings will be a permitted use on this site. Accessory units are permitted subject to controls relating to parking and floor area.

Notwithstanding the right-of-way width for a local street as shown in Part C, Section 5.1 - Table 1, "Functional Classification of Roads", the internal local roads including old Sixth Line may have a reduced right-of-way width of not less than 16 metres when these roads are combined with a circulation system which includes laneways. It is intended that the 16 metre street rights-of-way and laneways will enhance the streetscape and promote pedestrian activity.

Four commercial convenience store locations shall be permitted central to neighbourhood at the corner location of the internal road intersection fronting on the central open space. Only one such location shall be zoned for such use at any time. This commercial convenience store is intended to serve the local residential population and shall be limited in size to a maximum gross floor area of 100 square metres. The store is to be incorporated within the residential building without on-site parking. The store, if not in use for commercial purposes, may revert to residential uses without amendment to this Plan. The specific location for the store will be defined in the Zoning By-law.

- iv) Lands south of Glenashton Drive between the Ontario Hydro Corridor and the TransCanada Pipeline

Notwithstanding the density shown for the lands designated Residential Medium Density at 40 units per site hectare which are located on the south side of Glenashton Drive between the Ontario Hydro Corridor and the TransCanada Pipeline, development of these lands will be considered on a net area basis with the maximum density not exceeding 40 units per net hectare subject to a maximum of 74 units being developed.

Notwithstanding Part D, Land Use Policies, Section 1.2 d), the above noted lands may be developed for detached dwellings, semi-detached dwellings and multiple attached dwellings.

- d) Greenland Policies

The Natural Features designations shown on Figure F1 and F2 of the Official Plan have been refined to specific land use designations in this district plan.

- i) Parkland

Local parkland consists of parkettes, neighbourhood parks and community parks. Approximately 27 hectares of local parkland is provided within the River Oaks Community.

ii) Natural Area

Natural Areas consist primarily of environmentally significant and ecologically sensitive areas; valley land; lands required for flood control and conservation purposes and lands required for major trail systems.

Notwithstanding the general designations in the Oakville Official Plan, the area associated with the Sixteen Mile Creek is an area designated as a Regional Environmentally Sensitive Area. Regard must be had to Part D, Policy 4 of the Official Plan and Figure F1 and F2 of the Official Plan, along with the relevant Regional Official Plan requirements, prior to any development approval.

Where the lands are designated Natural Area on Figure "O", they are more specifically designated as 'Valleyland/Watercourse' or 'Woodland' on Figure F1. The policies of each designation is intended to apply.

iii) Other Environmental Policies

Pedestrian and bicycle pathways, either separate or combined, will be accommodated by a linked open space system consisting of valleys and watercourses, together with setbacks from watercourses, schools, parks, berm/buffer areas, and utility lands. Bicycle paths or routes will also be established along the major roads within the community.

To ensure suitable separation, landscape, screen, and noise attenuation in residential environments from major arterial roads - Upper Middle Road, Neyagawa Boulevard and Trafalgar Road - a landscaped buffer area of 9 metres in width adjacent to the roads will be required by the Town of Oakville. A landscaped buffer of at least 15 metres in width will be required along Dundas Street. This buffer may be reduced if the buffer on the adjacent lands has been established at 9 metres and if a sufficient level of separation, landscaping, screening and noise attenuation can be achieved with a buffer of less than 15 metres. All residential development adjacent to the above mentioned roads will be constructed on service roads parallel to the arterial roads as opposed to permitting reverse frontage lots on such arterials. Where adequate screening, separation, and noise attenuation can be achieved by other methods, such as the arterial roadway being

significantly depressed, service roads may not be required. Noise walls as a primary method of noise control are to be strictly limited.

e) Institutional

The primary grouping of institutional facilities contemplated for the River Oaks Community are public and separate schools, places of worship, community recreation centres, and day care centres. The existing cemetery at the intersection of Sixth Line and Dundas Street is also an institutional use in the River Oaks Community.

All institutional uses shall be subject to site plan control under the provisions of the *Planning Act*. Off-street parking and loading/drop-off areas adequate to meet the requirements of the particular use will be required. Where possible, institutional uses should be located close to pedestrian links and transit routes.

Educational facilities consisting of elementary and secondary schools are to be located adjoining public parks where possible, central to the units of population served, with sites adequate for buildings, possible future expansion, and recreation facilities.

Any vacant site designated for a school, place of worship, or day care centre may be used for other community scale institutional uses without amendment to this Plan. Any such site may also be utilized for low density residential purposes without amendment to this Plan, however, will require an appropriate amendment to the Zoning By-law.

f) Phasing

The phasing of this community is shown on Figure "C" of the Official Plan. Prior to any development occurring in the Phase 2 Urban Area, an Official Plan Amendment will be required to bring such lands into current development consistent with Part C, Section 2.2 of the Official Plan.

Prior to the substantial development of the Phase 2 Area, transportation and traffic studies will be required to be completed to the Town of Oakville's satisfaction, to ensure that the existing and proposed road network is adequate to handle the traffic generated by the proposed development. New development will generally not be permitted to proceed until adequate transportation capacity is

provided.

g) Services

Prior to development occurring in the Phase 2 Area, a master servicing plan will be prepared. This study will examine how sanitary sewer, water, and storm sewer services will be extended into the Phase 2 Area, and to ensure that all properties in the community can be developed. As individual properties develop, servicing of the land will be completed consistent with the master servicing plan. All development must conform to the Town's Storm Drainage Criteria Manual.

h) River Oaks Phase 2C Special Study Area

a) Background

i) Location

The River Oaks Phase 2C Special Study Area is bounded on the south by Upper Middle Road, to the north by Dundas Street, to the west by the Sixteen Mile Creek valley, and to the east by Neyagawa Boulevard.

ii) General Development Objectives

The westerly part of the River Oaks Community is unique from the balance of the River Oaks area because of the proximity of the Sixteen Mile Creek, the presence of several deeply incised ravine tributaries, the heavily wooded character of some of the lands, and because it is separated by Neyagawa Boulevard. Special policies are required to control the development of this land.

The land use designations in this area have been determined based on an Environmental Appraisal Report. The assessment examined the environmental, ecological and topographical features of the area. The assessment also considered erosion and slope stability, as well as setbacks of development from the top-of-bank of the Sixteen Mile Creek and the minor watercourses flowing into it.

Particular attention has been given to ensure the creation of a sense of neighbourhood, to minimize the separation with the balance of the community, to minimize any negative impacts

that might be created by Neyagawa Boulevard, and to permit a range of residential development which is symbiotic with the unique aesthetic characteristics of those areas associated with the Sixteen Mile Creek.

The following general objectives will guide development of the area:

- To create a high quality residential neighbourhood with a range of low and medium density housing exhibiting high standards of design and maximum coherency with the unique environmental characteristics and constraints of the area.
- To maintain the function of significant topographical features and natural environmental resources including trees, woodlots and watercourses associated with the Sixteen Mile Creek Valley System.
- To treat watercourses as integral parts of the ecosystem and maintain them.
- To encourage energy conservation and the use of alternate energy sources through the use of building designs, land use distribution and the design and operation of the transportation system.
- To require the preparation of an Environmental Impact Assessment for each development application within the area as part of the development approval process, which EIA must be approved by Oakville staff, the Halton Region Conservation Authority staff and the Region of Halton.

b) Greenland Policies

The open space system within the River Oaks Phase 2C Area is made up of a network of valley lands, watercourses, woodlots, and buffer strips.

With the exception of the most significant natural features, open space areas shall provide for a range of activities, including a network of small parkettes. As the intent of the Plan is to preserve the natural features, these areas will be restricted to passive recreation activities.

The open space system will provide a means of integrating development with, while at the same time mitigating impacts on, the Sixteen Mile Creek and related tributary valley systems. Development will reflect an orientation to the open space system through an integration of building and siting of structures such that the adjacent open space areas are enhanced.

The Town will preserve the most significant woodlots, significant topographical features, watercourses and their banks, as well as a buffer area beyond the top-of-banks.

Natural Areas in River Oaks Phase 2C consist of Valleylands/Watercourse, Floodplain, Environmentally Sensitive Areas and associated significant buffer areas.

Natural Areas will generally be conveyed to the municipality for conservation purposes. Further, it will not constitute part of the parkland dedication, nor will it be used for density calculation purposes.

Stormwater management ponds may be located in the Natural Area provided the proper mitigating measures have been undertaken. Although stormwater ponds may be located in Natural Areas designated by the Town, they will only be allowed within the boundaries of the Environmental Sensitive Area when it has been shown that they will have no detrimental effects, as detailed in an Environmental Impact Assessment.

Natural Areas are those areas having the highest level of environmental significance and ecological sensitivity in the Town. This includes all lands required for flood control and conservation purposes. Where feasible, these lands will also be utilized as trail systems or passive open space.

Uses permitted within the Natural Area may include: conservation, forestry, wildlife management, low intensity passive recreation, agriculture, and public works utilities. Excessive public use of ecologically sensitive areas will be discouraged.

Where a Natural Area is comprised of a ravine or valley land, the Town will require that a setback be established from the stable top-of-bank in accord with the recommendations contained in Council approved environmental studies. This setback will be determined at the time of individual development application by the Halton

Region Conservation Authority and the Town. It shall constitute a buffer between privately held properties and the valley, and will be used to preserve the ravine and watercourse features as well as wooded vegetation along the slopes of ravines. The buffer shall be of a sufficient width to ensure this conservation function.

Natural Areas are so designated because of their special vegetative qualities, locational characteristics, topographical characteristics, and/or hydrological significance.

The following general policies shall apply to the Natural Area:

- Development Plans for lands adjacent to the Natural Area will be specifically designed to preserve intact the overall wooded character of the area, and to the extent possible, individual trees that may be identified.
- This may be achieved by setting aside certain high quality areas of woodland, valley lands and valley slopes for preservation as part of public lands.
- Where a Natural Area is comprised of an environmentally significant woodlot, valley land area or valley slope, it is the intent of this Plan to preserve the environmental feature in its natural state.
- The Town shall, through the use of the bonusing provisions of the *Planning Act*, the parkland dedication, the purchase of land and/or other available mechanisms, including negotiated settlements, seek the acquisition of the major portion of the woodlot, valley land or valley slopes for public ownership.
- Where portions of the woodlot are to be left intact, and where the Town does not acquire said woodlot, development proponents will be encouraged to set aside such woodlots as privately-held reserves.
- Development shall only be permitted based on a detailed Environmental Impact Assessment Report carried out by a qualified consultant acceptable to the Town. Such an analysis shall result in a development plan which preserves for the long term, the overall wooded character of the area and individual trees or groups of trees. Development permitted shall be subject to the site plan control provisions of the *Planning Act*. Development will follow the site specific constraint

requirements set out below.

- Stormwater management facilities may be located in the Natural Area for the purpose of managing stormwater flows where such ponds would have minimal or no detrimental effect on the woodlot, watercourse or valley land. Such lands will not be used for density calculation purposes.
- Development plans will be specifically designed to preserve the hydrological function identified in Council approved environmental studies. This will be achieved by setting aside certain areas with potential recharge and infiltration capabilities as part of public lands.
- Where the Town chooses to preserve an area of potential recharge and infiltration or a portion thereof as part of public lands, it shall, through Development Charges and other available mechanisms, including negotiated settlements, seek the acquisition of the hydrologically significant area or portion thereof.
- Development of an area identified as an area of potential recharge and infiltration shall only be permitted based on a detailed assessment of each area of hydrological significance to be completed prior to development. This study shall be completed to the satisfaction of the Town of Oakville and the Halton Region Conservation Authority, and shall include, but not be limited to the following components:

- hydrogeological
- hydrological
- terrestrial
- wildlife
- buffer zone as it relates to water quality and quantity

The analysis shall result in a development plan which maintains the critical hydrological function of the area. Development permitted within an area of potential recharge and infiltration shall be subject to the site plan control provisions of the *Planning Act*.

The following specific requirements shall apply to all development within the River Oaks Phase 2C lands:

- The top-of-bank will be defined by the Town of Oakville and the Halton Region Conservation Authority in accord with the findings of Council approved studies for the River Oaks 2C Area.
- Top-of-bank setbacks of 15 metres for Sixteen Mile, Osenego and Shannon Creeks, and 7.5 metres for all other watercourses within the Study Area shall apply where there are no other applicable restrictions to development.
- Erosion control measures will be implemented where development has the potential for sediment loading and destabilization of slopes, and these shall be monitored and maintained.
- The existing hydrology of the area shall be preserved as outlined in the Stormwater Management Practices Planning and Design Manual, June 1994.
- The existing boundaries established for the Regional Environmentally Sensitive Area (ESA No.16) and the Regional Life Science Area of Natural and Scientific Interest within the River Oaks Phase 2C Area shall be observed.
- Significant woodlands or those with high quality assemblages shall be protected, and biodiversity, health and vigor maintained. This will also include maintaining the ecological integrity of other Natural Areas adjacent to developed lands.

Buffer Areas and Utility Corridors are designated to meet open space, rather than park functions.

Natural Area will be used to connect the various land uses to the major east-west trail systems to trail systems outside of the River Oaks Phase 2C lands and to other Natural Areas.

Subject to approval by the appropriate authorities, the Hydro and TransCanada Pipeline easements will be used for open space purposes and will constitute the major east-west lineal open space corridor in the River Oaks Community. In this regard, the lands will be acquired by the municipality, but will not be a part of the parkland dedication.

Where feasible, buffer areas required for flood control, conservation purposes, water quality control and erosion control will be utilized

for trail systems as part of the open space system.

c) Residential

The River Oaks Phase 2C Area will include a housing mix and density appropriate and responsive to the unique aesthetic characteristic of the area's relationship to the Sixteen Mile Creek. This housing mix will complement that in the River Oaks Community east of Neyagawa Boulevard.

Housing types will consist of Residential Low Density and Residential Medium Density I. Residential Low Density shall not exceed 19 units per site hectare. Residential Medium Density I shall not exceed 40 units per site hectare.

The boundaries of the respective residential designations may be modified to a reasonable degree in the interest of achieving a desirable urban design pattern, provided that the aggregate land areas of each density remain as shown on Figure "O".

To ensure suitable separation, landscape, screening and noise attenuation between residential environments and Upper Middle Road, Neyagawa Boulevard, and Dundas Street, a landscaped buffer area of at least 9 metres in width adjacent to the right-of-way will be required. The buffer shall allow for convenient pedestrian access to these roads, particularly at transit stops and intersections. The berm along Dundas Street shall be a minimum of 1 metre in height unless local conditions warrant otherwise.

All residential development will be constructed to avoid, as much as possible, reverse frontage lots on roads. Noise walls as a primary method of noise control are to be strictly limited. Access via laneways and/or service roads will be encouraged as alternatives to reverse frontage or noise walls.

i) Residential Low Density 1

The Residential Low Density designation shall permit single detached dwellings, semi-detached dwellings, and accessory apartments, where appropriate. Other forms of low density housing may be considered where neighbourhood compatibility can be demonstrated to the satisfaction of the Town. Their acceptability will be evaluated in terms of, among other things, natural vegetation, lot frontages and areas, building height, coverage, mass, setbacks, privacy and overview. Development will be permitted at a maximum of 19

units per site hectare.

ii) Residential Medium Density 1

The Residential Medium Density designation will permit multiple attached dwelling types such as townhouses, duplexes, triplexes and quadraplexes. Development will be permitted within a range of density from 20 to 40 units per site hectare. Detached and semi-detached dwellings will be allowed within this designation, provided the density falls within the density range specified for Residential Medium Density I. Development plans will be specifically designed to preserve intact the overall wooded character of the area, and to the extent possible, individual trees that may be identified as worthy of preservation.

This may be achieved by setting aside certain high quality areas of woodland for preservation as part of public lands.

Where the Town chooses to preserve a woodlot or a portion thereof as part of public lands, it may, through the use of the parkland dedication provisions of the *Planning Act*, the purchase of land and/or other available mechanisms, including negotiated settlements, seek the acquisition of the woodlot or portion thereof.

Residential development will be encouraged to take the form of clusters of units in the least environmentally significant portion of the woodlot and shall be designed to minimize impact on the remaining portions of the woodlot. The remaining woodlot will be preserved intact as Private Open Space or Public Open Space.

Such development shall only be permitted based on a detailed Environmental Impact Assessment Report carried out by qualified consultants.

Such an analysis shall result in a development plan which preserves, for the long term, the overall wooded character of the area and individual trees or groups of trees. Any development permitted shall be subject to the site plan control provisions of the *Planning Act*.

Where portions of the woodlot are to be left intact, and where the Town does not acquire them, proponents will be

encouraged to set them aside as privately-held reserves with minimal or no uses permitted.

d) Commercial

i) General Policies

Commercial areas will have a strong, identifiable urban image. They will provide a sense of identity and focus within the overall community and within neighbourhoods.

Commercial areas will be integrated into the pattern of streets and blocks of which they are a part. The physical design will encourage pedestrian circulation to, from and within these commercial areas along public streets and Natural Areas and Buffer Areas. As a condition of development or redevelopment of land for commercial purposes, the Town may require the conveyance of land to the Town for park purposes based on the following criteria:

- a minimum of 2% of the land proposed for commercial development or redevelopment

Oakville may request cash payment in lieu of land for park or other public recreational purposes to the value of land otherwise required to be conveyed; such cash will be placed in a park trust fund to be expended in accordance with the provisions of the *Planning Act*.

ii) Neighbourhood Commercial

A Neighbourhood Commercial area will be located at the southwest corner of Dundas Street and Neyagawa Boulevard. The size of this site shall be limited to 2 hectares.

Buildings in the Neighbourhood Commercial area shall generally have their facade built directly facing the lot frontage line to promote pedestrian accessibility and a sense of street life. Where a design feature which enhances the quality of street life is provided and is deemed appropriate by the Town, for instance, a pedestrian plaza or cafe patio, the building may be set back but adjacent to that feature.

Buildings in the Neighbourhood Commercial area will have no required setbacks from the side lot lines, except where they abut residential uses. Where buildings in the Neighbourhood Commercial areas abut residential uses, a side yard setback will be required. Development will be encouraged to provide a maximum of continuous built frontage, broken only by pedestrian access lanes.

Site design will minimize visual impacts of parking and driveway areas.

Alternatives to permanent, large areas of surface parking will be sought. Where they are required, they will be located at the rear of buildings, and will be screened by a landscaped edge along the street. Parking lots should not be located at street intersections.

e) Institutional

An Institutional land use designation shall apply to the land at the northwest corner of the intersection of Neyagawa Boulevard and Upper Middle Road. At this site, private educational facilities shall be permitted in addition to other institutional uses.

Notwithstanding part E, Section 1.8 "River Oaks Community", Subsection (e) "Institutional" of the Official Plan, development of lands on the northwest corner of the intersection of Upper Middle Road and Neyagawa Boulevard for residential purposes may only be permitted by way of an amendment to this Plan.

f) Transportation and Circulation

i) General Policies

The proposed general transportation network serving the River Oaks Phase 2C lands is shown on Figure "O".

The transportation system will provide for convenient and safe transportation on foot and bicycle both on the regular road system and via alternative pedestrian and bicycle pathways. It is intended that these modes may provide an alternative use to the automobile rather than function simply as recreational activities.

Proposals for development adjacent to Dundas Street will

have regard for the recommendations of a corridor protection and corridor design study to be completed by the Region of Halton.

ii) Public Transit Opportunities

The transportation system shall provide the basis for effective public transit provision at both the local and regional level.

Development adjacent to Dundas Street will have regard for the recommendations of a corridor protection and corridor design study to be completed by the Region of Halton.

Specific future transit network improvements may be provided as follows:

Transitways on exclusive rights-of-way and/or high occupancy vehicle lanes may be provided on Dundas Street.

Transitways on exclusive rights-of-way along the above noted corridors will provide four lanes for vehicular traffic.

Transitways on designated lanes and/or high occupancy vehicle lanes may be provided on Upper Middle Road and Neyagawa Boulevard.

Transitways on designated lanes may be configured as either outside bus lanes or median bus lanes. The requirement for permanent or peak period/peak direction of bus and/or high occupancy vehicles only privileges will remain flexible until feasibility and service levels can be assessed.

Appropriate transit routes shall be developed to service the Secondary Plan area and designed at the time of development.

iii) Pedestrian and Bicycle Transportation

The roadway system will serve equitably the needs of pedestrians and bicyclists, in addition to automobiles. Bicycling and walking will constitute an important alternative mode of transportation within the Plan area. This priority shall be considered in the context of the physical development of the area.

Bicycle pathways and walkway systems shall be integrated into the surrounding communities and provide bicycle and pedestrian access throughout the area. It will include sidewalks and bicycle pathways integrated with the road system as well as a separate system forming part of the open space system. Links to the nearby West Oak Trails and Glen Abbey Communities will be sought. The bicycle pathways and walkway systems will be considered as additional routes for transportation within the community rather than simply as recreational facilities.

g) Services

i) General Policies

Development of the Plan area shall be on the basis of full urban wastewater collection and water facilities.

The cost of providing services to facilitate development of the Plan area, including any expansion of the wastewater and water treatment facilities, shall be borne by the benefiting landowners, in accordance with the provisions of the *Development Charges Act*, the Region of Halton's Development Charges By-law, and the financing policies and the servicing plans developed by the Region of Halton and the Town of Oakville.

ii) Utilities and Easements

All local power and telephone lines and other cable services to serve the development in the Plan area shall be located underground, where feasible.

All underground services shall be permitted in any land use designation in the River Oaks Phase 2C lands.

The existing utility corridor is a permitted use and adjacent development will be required to recognize the constraints associated with the utility. Subject to approval from the appropriate authority, the utility will also be used for open space purposes and as part of the pedestrian and bicycle pathway system.

iii) Stormwater Management

The entire River Oaks Phase 2C Area is dominated by the Sixteen Mile Creek and two tributaries, the Osenego and Shannon's Creek.

Development will incorporate water quality and stormwater management features into an integrated and multi-functional watercourse system which serves ecology, recreation and aesthetic functions, while mitigating increased runoff associated with development. The Sixteen Mile Creek Watershed Plan recommends general policies and strategies for stormwater management and quality control. The approximate size and location of facilities is indicated in the Plan.

A subwatershed study shall be completed by one applicant or a group of applicants within a watershed. Individual plans of subdivision may be submitted for review in conjunction with the preparation of a subwatershed study.

Studies shall be conducted at the subwatershed stage to determine the size, volume, discharge rates and rates of infiltration for stormwater management facilities. Studies shall be completed to the satisfaction of the Town of Oakville and the Halton Region Conservation Authority prior to the draft plan approval of any plans of subdivision within a subwatershed.

Where permanent facilities required to service the full watershed, as determined in the subwatershed study, are to be located outside the area of application for draft subdivision approval, development of the subdivision may be delayed until required facilities are built. The applicant may provide, subject to approval by the Town, interim water quality control and stormwater management for their subdivision on their own property. Such handling will be of a temporary nature, and will not be an alternative to optimum water quality and stormwater management as identified in the watershed and subwatershed studies.

A functional drainage report shall be prepared for each development site prior to the approval of individual development applications to the satisfaction of the Town of Oakville and the Halton Region Conservation Authority. The

functional drainage report shall address the specific design, construction, stormwater management and phasing of works.

Two major stormwater management ponds are anticipated. These are illustrated on Figure "O". Where the existing watercourses are sufficiently wide to carry storm flows, there will be no reconstruction of these areas, except for erosion control and water quality maintenance measures to the satisfaction of the Town of Oakville, the Halton Region Conservation Authority and the Ministry of Natural Resources. The watercourse valley from top-of-bank to top-of-bank, together with sufficient tableland to ensure the preservation of mature vegetation along the top-of-bank edge and to provide access for maintenance vehicles will be conveyed to the municipality for conservation and buffer purposes as part of the conveyance of lands along the watercourse. This conveyance shall not form part of the required parkland dedication. Compensation shall be at the rate determined in the Development Charges By-law as adopted by the Town of Oakville.

Erosion control shall be implemented to the satisfaction of the Town of Oakville and the Halton Region Conservation Authority.

All alterations to the existing channels, floodplains and valleys in the form of construction dumping or removal of fill shall generally not be permitted, and where such changes are approved, the design of and alteration to any channel must convey the regulatory storm flows, meet flood storage requirements, and be designed to the satisfaction of the Town of Oakville, the Halton Region Conservation Authority and the other appropriate public agencies.

Areas identified by the Sixteen Mile Creek Watershed Planning Study prepared by Gore and Storrie, 1996, as potential recharge and infiltration areas shall require further studies to be conducted at the subwatershed study stage. Such studies shall, as a minimum, identify the rate of infiltration and appropriate infiltration methods of each site. Studies shall be conducted to the satisfaction of the Town of Oakville and the Halton Region Conservation Authority.

h) Implementation

i) Conditions of Development

Notwithstanding any other provision of this Plan, prior to any new development the following conditions must be met:

- full urban services and utilities are committed to be in place and operative prior to or coincident with occupancy and use of the land;
- any transportation facilities required to accommodate the development are committed to be in place and operative prior to or coincident with occupancy and use of the land;
- storm drainage facilities approved by the municipality are committed to be in place and operative prior to or coincident with the occupancy and use of the land;
- an Environmental Impact Assessment has been carried out for all development for review by the Ecological and Environmental Advisory Committee of the Region of Halton;
- an archaeological assessment of the land has been conducted and any relevant findings have been implemented;
- the municipality(s) is satisfied that the cost sharing by the benefiting landowners towards the provision of transportation, wastewater, water, stormwater and other identified infrastructure needs are secured in accordance with municipal and regional policies and the provisions of the Town's Development Charges By-law.

ii) Zoning By-law

The zoning by-laws for this area may include provisions for bonus and holding zones where deemed appropriate and where they are in accordance with this Plan and the provisions of the *Planning Act*.

iii) Plans of Subdivision

The Plan area is subject to subdivision control and part lot control. Only those plans of subdivision shall be recommended for approval which:

- conform with the policies and designations of this Plan;
- can be provided with adequate services and facilities as required by this Plan;
- are not premature and are in the best interests of the municipality.

iv) Consents

Development shall generally take place by plan of subdivision. Consents shall only be permitted:

- for technical or legal purposes; or
- where the municipality is satisfied that the consent will not prejudice the ultimate subdivision of the land;

v) Public Open Space Implementation Policies

Areas designated for public open space purposes include land in the following designations:

Natural Areas
Buffer Areas

All efforts shall be made to acquire the land in these designations in accordance with the policies of the Plan, through such mechanisms as the use of the bonus provisions of the *Planning Act*, parkland dedication provisions of the *Planning Act*, and the purchase of land.

With regard to the parkland dedication provision of the *Planning Act* as a condition of development or redevelopment of land, the conveyance of land to the municipality for park or other public recreational purposes may be required based on the following criteria:

Residential Development or Redevelopment

- a minimum of 5% of the land proposed for residential development or redevelopment; or,
- one hectare of land for each 300 dwelling units proposed for development or redevelopment;

Commercial or Industrial Development

- a minimum of 2% of the land proposed for commercial or industrial purposes;

Further, in order to maximize the municipality's ability to acquire the land in the public open space designations, the municipality may, for any area within the River Oaks Phase 2C Lands:

- request cash payment in lieu of land for parkland with such payments to be used for park or other public recreational purposes elsewhere in the River Oaks Phase 2C Lands;
- acquire land which may be sold at a later date with the funds to be used for park or other public recreational purposes;
- exchange land within the River Oaks Phase 2C Lands;
- accept lots in lieu of land for parkland with the proceeds of the sale of such lots to be used for park or other public recreational purposes elsewhere in the River Oaks Phase 2C Lands; and
- other approaches which are deemed appropriate.

vi) Interim Uses

The lands to which this Plan applies may be used on an interim basis subject to approval by the Town. The appropriateness of proposed interim uses will be evaluated by the Town insofar as they do not prejudice the long term implementation of the Plan. The evaluation will include consideration of future infrastructure needs.

Such uses as approved by the Town will not require that this

Plan be amended, but shall be subject to approval by the Town and other appropriate agencies or authorities. Such uses will be subject to the understanding that it is temporary, and that no permanent structure will be erected during this period. A temporary use zoning by-law and site plan approval shall be required before the interim use is allowed. In no case will the interim use unreasonably delay the normal progression of growth.

1.9 UPTOWN CORE - FIGURES "P", "P1", AND "P2"**1.9.1 GENERAL****a) Location**

The Uptown Core is bounded by Dundas Street on the north; Sixth Line on the west; on the south, west of Trafalgar Road by Glenashton Drive and the Ontario Hydro corridor east of Trafalgar Road; and the Morrison Creek East Branch and the lands to the east of the Morrison Creek to approximately midway between Trafalgar Road and Eighth Line to the east. The boundaries of this area are outlined in Figure "P".

The Uptown Core will consist of two distinct areas. The main concentration of retail, commercial, residential and public uses will occur in the area west of Trafalgar Road. The area east of Trafalgar Road will be comprised of lower intensity residential uses and commercial uses that complement the Core.

b) Evolution of the Core

The Uptown Core will be developed over a number of years, and the initial development may evolve into more intensive development in subsequent phases. As in other areas of the Town of Oakville, the Uptown Core will be influenced by changing economic, social and demographic conditions. Development in the Core will respond to these influences. Development and implementation policies are to allow for the phased flexibility to permit change over time within certain parameters.

c) Land Use Concept

The Uptown Core plan sets out the long-term planning objectives and broad development framework within which the detailed site-specific layout and zoning controls will be prepared and designs for infrastructure, access road and transit development will be detailed.

The proposed land uses and radial-grid circulation pattern are indicative of the general relationship to be maintained between the different land use components and may be subject to minor adjustments in the detailed design and zoning stage.

d) Development Framework

The Uptown Core is to be a regional centre with an emphasis on commercial development - both retail and office. This area will also have a significant civic and public presence with various government, institutional, cultural, recreational and public open space uses. Mixed use development will be encouraged in the Core. Residential uses with a range of densities from high to medium will constitute a major component of the Uptown Core, although a full range of residential forms will be permitted.

The Uptown Core is planned to provide housing for a minimum 6,000 people in the area west of Trafalgar Road, and approximately 1,000 people in the area east of Trafalgar Road, together with appropriate job opportunities and community facilities for the resident population as well as the new residential communities north of the Queen Elizabeth Way.

1.9.2 PLANNING AND DESIGN OBJECTIVES

The development of the Uptown Core will strive to achieve the following objectives:

- a) the creation of the commercial, cultural, institutional and recreational heart of the Town of Oakville, north of the Queen Elizabeth Way;
- b) the establishment of an employment, transportation, and residential node;
- c) the provision of a wide range of goods and services for the population north of the Queen Elizabeth Way;
- d) the provision of locations for high density and medium density residential development;
- e) the establishment of a focus and sense of identification for the residential communities located primarily in the northern part of the Oakville urban area;
- f) the encouragement of social integration through the integration of various daily activities within the Uptown Core that are inter-related spatially in such a way so as to encourage human encounters;

- g) the creation of a comprehensive transit strategy for the Uptown Core in order to encourage and promote the use of public transit;
- h) the creation of an urban centre with a strong coherent urban image and a highly developed civic streetscape appearance at a human scale. In this regard, the following urban design objectives will be considered:
 - i) creation of a year-round, day and night active urban centre;
 - ii) creation of a strong identifiable civic image;
 - iii) creation of pedestrian and vehicular linkages between surrounding communities and the Uptown Core;
 - iv) creation of a viable staged growth pattern;
 - v) creation of an integrated and expandable commercial component with a strong pedestrian orientation in the long term, being conscious of the impact of winter weather conditions;
 - vi) creation of a clearly defined "Main Street" concept with commercial development clearly oriented to Street "B" (Oak Park Boulevard);
 - vii) creation of a major retail area that is integrated into the pattern of streets and blocks that define the Uptown Core. The structures shall generally be built out to the street edge and contain urban uses that relate to the surrounding area;
 - viii) creation of a continuous and accessible park network integrated with other uses;
 - ix) creation of an attractive and varied housing environment;
 - x) creation of streets and public spaces that have been defined into recognizable spaces by surrounding built form;
 - xi) elimination of permanent large areas of surface parking in the ultimate built-out phase of development;
 - xii) encouragement of pedestrian circulation along streets and in parks, which are to be designed to facilitate comfortable pedestrian movement in an interesting, active and well

designed civic realm.

1.9.3 DEVELOPMENT PLAN

The Uptown Core is intended to become a commercial and residential node within the Town of Oakville and the Region of Halton. This section outlines the requirements and planning parameters for housing, employment, commercial, retail, social and community facilities which will meet the needs of the population.

A. West of Trafalgar Road

The boundary of the Uptown Core west of Trafalgar Road is defined on the north by Dundas Street, on the west by Sixth Line, on the south by Glenashton Drive and on the east by Trafalgar Road.

a) Residential Component

i) Population

The projected population is anticipated to reach a minimum of 5,000 people. Prior to reaching a population level of 3,000 people, a review of the Plan shall be undertaken by the proponent in conjunction with the Town to assess the impact of increasing population levels.

The review shall be based on impact studies of urban design, demographic, social and economic trends and on the availability of infrastructure capacities. It is anticipated that the urban design plan for the Uptown Core has the capacity to generate a minimum population of 8,000.

ii) Density

Unless specified on Figure P- Land Use, the residential density shall range from 150 to 185 units per site hectare for high density development and 75 units per site hectare for medium density development. The proposed overall average residential density shall be 137 units per site hectare.

iii) Housing Units

The residential component will consist of approximately 4,600

housing units, including:

- 925 multiple attached medium density units; and
- 3,675 high density apartment units.

It is anticipated that approximately 25% of the housing units shall be affordable within the definition of the Province of Ontario's Policy Statement on Land Use Planning for Housing.

iv) Permitted Uses

- Residential uses of all forms with the specific densities permitted in the various blocks of the Uptown Core are depicted on Figure "P".
- Limited retail commercial uses shall be permitted in the buildings within the residential area adjacent to the Uptown Core park system. These retail commercial uses may include such uses as small restaurants, small convenience stores, artists' studios, galleries and craft shops. They are intended to complement and animate the park. These uses may be located on the first and second floors of the buildings with studios or residential uses above.
- A maximum of three commercial convenience stores shall be permitted within the residential precinct. These commercial convenience stores are intended to serve the local residential population and will be limited in size to a maximum gross floor area of 100 square metres. They are to be incorporated within the residential buildings with a preference to corner locations and without on-site parking. The specific locations for these stores will be defined in the Zoning By-law.

v) Development Standards

- Residential units are intended to create an attractive and lively continuous building frontage along public streets. The zoning will establish a small setback for residential buildings which may vary depending on the street type. Generally, the setback will not exceed 4 metres.

- Parking for all residential units shall be prohibited from locating in the front of buildings and shall utilize alternate means such as below grade parking or garages at the rear of the dwellings accessed off laneways.
- In the mixed-use area, it is intended to create a lively and active streetscape fostering pedestrian circulation, to be achieved through measures such as requiring sidewalks to be faced with display windows of retail stores, maximum setbacks for all buildings, save and except institutional uses, and with primary entrances of buildings onto the public street.

The pedestrian sidewalks shall be comfortable public environments, which, depending upon the type of street, shall have defined standards of landscaped areas, paving, street trees, and other appropriate street furniture.

- The heights of buildings will have regard for the underlying principle that there be a gradual scaling down of heights from a maximum of 6 storeys on the blocks opposite the Central Retail Area and the park to a maximum of 3 storeys along Glenashton Drive. Building heights to 8 storeys shall be permitted in limited landmark locations in the area to the north of the park system and in two locations in the area to the south of the park system. In addition, building heights to a maximum of 12 storeys may be permitted on the three blocks located to the south of the park system. Permitted heights are illustrated in Figure "P1".
- Residential development adjacent to the park system that is not separated from the park area by a public road will not be permitted to back onto the park system, but instead will generally be required to face the park edge with the fronts of buildings. Parking for the residential uses will generally not be located between the park and the buildings. The use of private or public lanes separating the residential development from the park area will be considered. Specific urban design standards will address the manner in which the development will relate to the park area.

b) Commercial Component

i) General

The Uptown Core is intended to function as a regional commercial node, as well as a community and neighbourhood centre. An estimated 28,000 jobs are anticipated to be generated in all commercial and other land use categories. The commercial component described in this section includes the Central Retail Area and lands designated for office and other commercial uses.

ii) Permitted Uses

- Department Store Type Merchandise and related commercial uses;
- Ground floor retail commercial uses oriented to the street;
- Office uses within the mixed-use blocks and within the Central Retail Area;
- Other commercial uses in the blocks along Trafalgar Road and Dundas Street, which include a broad range of commercial and industrial commercial uses such as office, retail uses, computer production services, software and related activities, design and art-related facilities, telecommunications and broadcasting establishments, fashion industry establishments, commercial schools, restaurants, recreation and sports facilities, non-profit clubs and organizations, places of worship and institutions;
- Hotels;
- Residential uses in the Central Retail Area subject to these uses being secondary to the overall commercial character of the block;
- Institutional uses, places of worship, recreational uses, and uses operated by a public authority;

- Ancillary service commercial uses;
- Transportation facility; and
- Limited amount of auto commercial uses shall be permitted but any repair facilities will not be permitted to have exposure on the arterial roads.

In addition to the general and specific uses permitted in Section 1.9.3A, a single automobile dealership shall be permitted on those lands designated Office and Other Commercial on Figure P on the southwest corner of Trafalgar Road and Oak Park Boulevard. The land used for the single automobile dealership shall be limited to 1.3 hectares in size and generally within the area shown on Schedule 1 of By-Law 2003-078. Any repair facilities will not be permitted to have exposure on Trafalgar Road. Residential uses shall also be permitted within the Office and Other Commercial designation, provided such residential use is located above a permitted commercial use and not on the same lot as the permitted single automobile dealership. The specific uses, location and development regulations for the lands shall be established through an implementing zoning by-law amendment, site plan control agreement(s), urban design guidelines, and land severances and consents, as may be required.

iii) Development Standards

- Heights of buildings are to produce a consistent pattern of development, with the greatest heights limited to 12 storeys at the intersection of Dundas Street and Trafalgar Road, scaling down along each boundary road and lower still within the interior parcels, so as to create an appropriate transition to surrounding neighbourhoods. Permitted heights are illustrated in Figure "P1".
- It is intended to create a lively and attractive streetscape in the commercial areas of the Uptown Core.
- Along Street B (Oak Park Boulevard), from Trafalgar Road to Dundas Street and adjacent to the Parkland east of Street B (Oak Park Boulevard), particular attention will be paid to fostering pedestrian circulation to be achieved through measures such as requiring wider sidewalks, minimal or zero setbacks for all buildings, primary

entrances of office and other buildings directly from the public streets, special landscape treatments and street furniture.

- In the segment of Street B (Oak Park Boulevard) reaching from Street C (Hays Boulevard) to Street D and adjacent to the Parkland east of Street B (Oak Park Boulevard), the streetscape will be further enhanced through measures such as requiring sidewalks to be faced with display windows of retail stores and frequent entrances.
- Throughout the commercial areas of the Uptown Core the pedestrian sidewalks shall be comfortable public environments which shall have defined standards of landscaped areas, paving, street trees, and other appropriate street furniture.
- In order to assist in creating a lively and animated urban environment in the built-out form of the Uptown Core, parking will ultimately be provided in underground or deck structures and at that time surface parking will be restricted. Street parking will also be permitted.
- Zoning by-laws will restrict development potential of properties where surface parking is included on the site and may prohibit or regulate the location and screening of surface parking areas.
- In the development of the Uptown Core, direct vehicular access from any one property to Trafalgar Road or Dundas Street will not be permitted. Public or private roads shall be used to access Trafalgar Road or Dundas Street.

iv) Retail Commercial

The retail commercial component within the area shall consist of the Central Retail Area and ancillary commercial uses. The Central Retail Area, illustrated in Figure "P", may total 93,000 square metres of retail commercial area. Ancillary commercial uses may be located in the mixed-use blocks, and in the office and other commercial blocks.

The Central Retail Area will be the major retail component of

the Uptown Core and shall be the major focal point for the area. In light of the importance of this area to the entire Uptown Core, special consideration must be given to its form and design. Prior to any development occurring within the Central Retail Area, a detailed tertiary study shall be conducted by the proponent to be approved by the Town of Oakville which will provide detailed plans for the area.

The objective of the Tertiary Study is to create smaller blocks separated by streets. This study is further described in Section 1.9.5.

v) Office and Other Commercial

Approximately 276,000 square metres of commercial gross floor area will be developed for office use and other commercial uses, including hotels, computer production services, software and related activities, design and art-related facilities, professional offices, telecommunications and broadcasting establishments, fashion industry establishments, commercial schools, restaurants, recreation and sports facilities, institutional uses, non-profit clubs and organizations. The office development floor area will generally not exceed 2.0 times the lot area. However, for properties adversely affected by grade-separated intersections, consideration will be given to the development of floor areas higher than 2.0 times lot area on a proportionate basis.

An additional 124,000 square metres of commercial gross floor area will be permitted in those areas designated Office and Other Commercial, or within the Central Retail Area. The development of such additional commercial gross floor area shall be contingent upon the submission of appropriate studies including a detailed Transportation Study illustrating that the additional commercial development can be absorbed by the transportation system existing at that time, to the satisfaction of the Town, but without amendment to this Plan.

c) Mixed Use Commercial/Residential

i) General

The lands designated "Mixed Use Commercial / Residential are located:

- In the area between the main commercial component with “Central Retail Area” and “Office and Other Commercial” uses primarily north of Oak Park Drive and the residential area of the River Oaks Community; and
- In the area adjacent to the west of the Trafalgar / Taunton Rd corridor to function as the transition use between the arterial road and the residential area to the west.

ii) Permitted Uses

- The commercial uses, either as separate buildings or in combination with residential uses, that are compatible with residential uses, are permitted. The commercial uses include a broad range of retail uses, office uses, and service commercial uses. Auto commercial uses and large-scale commercial uses that require extensive expanses of outdoor surface car parking will not be permitted.
- Institutional uses (both public and private) and sports and recreation uses.
- Medium and high-density residential uses will be permitted either as separate buildings or in combination with commercial and institutional uses.

iii) Development Standards

- With respect to the height provided for in Figure P1 and to provide greater clarity, heights of buildings adjacent to Trafalgar Road shall be a maximum of 12 storeys and shall decrease in height to the west with lower buildings adjacent to Taunton Road and Oak Park Blvd. where the building height shall be a maximum of 6 storeys.
- The ratio of floor area to lot area (floor space index) shall not exceed 4.

- Buildings with a height greater than 4 storeys shall be massed and articulated to create a strong pedestrian scale at the street level. This will be achieved through design measures such as terracing, upper floor setbacks, connecting podiums of 1 to 4 storeys in height and prominent cornice lines.
- When commercial uses are in combination with residential uses, the residential uses shall be located either above the commercial uses or shall be designed to be distinctly separate from the commercial uses so that the impact from the commercial use is minimized.
- Development along public streets should be undertaken in a way that creates a lively and attractive, pedestrian oriented streetscape.
- Along the public streets, an attractive and safe pedestrian circulation environment will be encouraged through measures such as requiring wider sidewalks, minimal or zero setbacks for all buildings, main entrances and facades of buildings directly facing the streets, feature landscaping, street furniture and a strong tree canopy.
- To the extent possible, a continuous building façade adjacent to the public streets will be constructed with a common setback to form a continuous street wall.
- Underground parking will be encouraged. Where underground parking is not provided, surface parking will be located and screened with landscaping to minimize visual and operational impact to the community.
- Zoning by-laws and urban design guidelines shall restrict uses, establish regulations and promote the implementation of the above development standards.

d) Institutional/Government/Recreational/Public Uses

The Plan recognizes the important contribution of the recreational, cultural and institutional uses in the Uptown Core. As a self-

contained urban community and an urban centre for the residential communities north of the Queen Elizabeth Way, the Uptown Core will encourage a comprehensive range of local and district community facilities to ensure a desirable level of amenities and promote social interaction. These may include Government uses, social and cultural facilities, institutional uses and welfare, health and recreation facilities.

Some of the community facilities may not require distinct sites, but can be accommodated in the commercial blocks, community/recreation centre or other institutional buildings.

Uses which shall be encouraged to locate in the Uptown Core will include day care facilities, an arts resource centre, a library, galleries, museums, volunteer organizations, community groups, service clubs and social service agencies. Provisional estimates of the required uses include:

- recreation center
- fire/police/ambulance
- civic building
- library
- day care
- community center
- galleries/museums
- place of worship/religious uses
- arts resource center

Due to the likelihood of changing standards and requirements over time and in order to prevent the dilution of the civic image by commercial uses, adequate land reserves are designated in the Plan for community and institutional uses.

A review of the social planning aspects of the Uptown Core shall be conducted in an attempt to ensure the provision of appropriate social services and integrate social planning agencies. This review shall evaluate the physical design of the Uptown Core in terms of

ensuring that the Plan includes the necessary elements to create a healthy, successful and sustainable human-oriented community. The second phase of this study will focus on the integration of the necessary social services into the Uptown Core in a pro-active manner, through the determination of the social service needs of the population, the establishment of the necessary programs, the identification of funding sources and the determination of space and facility needs.

e) Greenland Policies

i) Parkland

The Plan proposes a comprehensive park system that will allow for a complete diversity of open space uses to be available in the Uptown Core. Generally, the park system will include a natural ravine-based setting along the Morrison Creek West Branch, and opportunities for passive recreational activities, such as strolling, running, and picnicking on a large uninterrupted land base.

Structured facilities such as an amphitheatre for summer plays and concerts or swimming pools and tennis courts may also be integrated in this area. Additionally, the parkland will include two separate land parcels for use as a programmed or special park space such as a public garden and a civic plaza to be located in the Central Retail Area.

In addition to the above, the parkland may also include institutional, cultural and government uses.

The small amount of tableland located between the Morrison Creek East Branch and Trafalgar Road and Dundas Street will be acquired as parkland to function as an open space forecourt to the Uptown Core.

ii) Natural Area

The 'Valley Lands/Watercourse' designation on Figure F1 of the Official Plan has been refined to a specific land use designation as shown on Figure P. Where the lands are designated 'Natural Area' on Figure P and 'Valley Lands/Watercourse' on Figure F1, the policies of each designation is intended to apply.

The East and West branches of the Morrison Creek are designated as a Natural Area.

The Morrison Creek West branch is characterized by man-made ponds south of Dundas Street. The ponds do not necessarily reflect the natural valley system that would have existed if the pond were not created. As part of the detailed drainage study for the Morrison Creek West Branch, the watercourse boundaries will be determined by the greater of the top-of-bank or Regional storm elevation. This watercourse area, together with an appropriate setback from the watercourse boundaries will be considered the Natural Area to be dedicated to the municipality.

The balance of the lands, which may include part of the existing pond areas, will be considered part of the park area to be acquired by the municipality under the normal practices. Notwithstanding the location of the limits of the natural system, it is the intent of the Town to retain the existing ponds as a water feature which will be enhanced by the adjacent parkland.

The west branch of the Morrison Creek is to be integrated in the large central park block. The existing water feature in the northwest corner of the Plan is to be retained and integrated as a feature of the central park.

The extent of the Natural Area of the West Branch of the Morrison Creek will be determined by the existing top-of-bank conditions, the Regional storm limits and the extent to which ponds may be incorporated into the park area. Generally, the extra land required for ponds may be incorporated into the park area, and will be considered as parkland if the ponds are designed as aesthetically pleasing features and as a public use resource.

f) Circulation System

i) Transportation

Efforts will be made within the Uptown Core to achieve the following transportation objectives:

- accessibility

- ensure a basic level of mobility for all residents of the Town of Oakville
- examine means of reducing peak hour travel
- minimize the environmental impact of traffic through the encouragement of transit usage

The Uptown Core road system shall provide for a safe and convenience internal circulation system for vehicles and pedestrians and shall be complementary to the adequate functioning of abutting arterial roads. The use of grade separations for vehicles and pedestrians at key intersections with Trafalgar Road and Dundas Street shall be considered only as a last resort. The Town will seek to avoid grade separated intersections by:

- encouraging public transit;
- the appropriate physical design of the road system in the context of the urban design objectives; and
- appropriate traffic management provisions which may include one-way road systems.

A major transit terminal facility shall be provided in the Uptown Core, the location of which shall be confirmed by the Transit Functional Study. Any site designated for Arterial Commercial, Office and Other Commercial, Institutional and Central Retail Area, may be used for transit uses without amendment to this Plan.

The Town shall encourage a high degree of transit usage. In the long term the Town will give consideration to the implementation of a coordinated parking policy which may include a public parking program, a transit priority policy and optimization of access between the land uses and the transit system.

A Transit Functional Study will be undertaken by the Region of Halton and the Town of Oakville to determine the linkages between the Regional and Local transit systems, the level of service to be provided within the Core, the space needs of the transit terminal, the design parameters of the transit

terminal and the transit routes within the Core.

ii) Roads

The Uptown Core will provide a network of major and minor collector roads and local roadways in a modified radial grid pattern connecting to the adjacent arterials. This road system is intended to provide a range of alternative routes into the Uptown Core. The specific road network is illustrated in Figure "P".

Those roads illustrated on Figure P, which are internal to the Central Retail Area shall be built and maintained to a traffic operational standard which is satisfactory to the municipality and shall provide permanent public access for traffic movements through the Central Retail Area. The Town may take ownership of one or more of such roads at any time at its discretion.

Road connections to Dundas Street and Trafalgar Road which have been approved by the appropriate governmental authority will be permitted without further amendment to the Official Plan.

iii) Parking

The parking policy for the Uptown Core shall form a vital part of the integrated transportation policy. The Town may consider the development of a public parking program. Parking will generally be provided in underground or deck structures. Street parking will be permitted throughout the Uptown Core.

Surface parking will be restricted within the Central Retail Area in its ultimate built-out form in order to assist in the creation of a lively and animated urban environment. Zoning by-laws will restrict development potential of properties where surface parking is included on the site and may prohibit or regulate the location and screening of surface parking areas.

iv) Cycling Policy

Development of infrastructure within the Uptown Core shall give consideration to the encouragement of cycling as a mode of transportation. In this regard, Council shall consider the

formulation of an appropriate cycling policy so as to achieve this objective.

v) **Pedestrian Linkages**

Pedestrian linkages shall be established throughout the Uptown Core. Major pedestrian circulation shall be encouraged on sidewalks along major streets within the Uptown Core. These are to be landscaped to high urban standards with street trees, paving and other appropriate street furniture. A strong connection between the Central Retail Area and the community park in the neighbourhood immediately south of the Uptown Core will also be established along a special boulevard street identified as Street Q. Pedestrian linkages will also be established along the utility corridors and along the TransCanada Pipeline.

B. East of Trafalgar Road

The objectives of the development of the area east of Trafalgar Road are to allow for uses that are necessary to the Core function which may be space extensive, or which require ready access to the arterial road. These uses would generally not assist in achieving the urban form objectives for the main part of the Core. The uses in the area will, however, complement and reinforce the main commercial area west of Trafalgar Road. Strip development along the arterial road with individual access from buildings to the main road will be avoided by design controls, buffering, and campus type development.

a) **Lands East of Trafalgar Road, South of Dundas Street**

For the lands east of Trafalgar Road, south of Dundas Street and north of the Morrison Creek East Branch, the following uses are permitted:

- food related uses including large scale food outlets;
- ancillary retail commercial uses in conjunction with the food outlet;
- large scale retail sale of merchandise uses;

- restaurants;
- personal service;
- office uses;
- government, institutions, and recreation facilities, and non-profit clubs and organizations;
- private and commercial education facilities;
- auto commercial uses;
- freestanding residential uses and mixed commercial/residential uses in the same building.

The main objective in the development of these lands with the above-noted uses is to ensure an attractive streetscape appearance from the major boundary roads and to minimize any impact of the uses on the adjacent residential areas. The following standards are established to achieve these objectives:

- the maximum height of buildings, 3 storeys
- the minimum setback from Dundas Street, 15 metres;
- no auto commercial repair uses with direct exposure to Dundas Street;
- the control of access points to Dundas Street to a minimum of locations to aid traffic movement with campus type development around the driveway access points;
- a landscaped buffer area adjacent to residential zones of 15 metres in width together with the use of visual screening between these two uses, the details of which are to be approved through the subsequent development process;
- no development permitted to occur except for minor additions to existing operations until an overall implementation strategy is submitted and approved by the Town with respect to access points, location of uses, and buffering. Included in this strategy would be a traffic operations study for the proposed land use;

- a continuous landscaped buffer adjacent to Dundas Street and Trafalgar Road of 9 metres;
- the careful siting of parking areas associated with the permitted uses to avoid unattractive parking lot views from Dundas Street and Trafalgar Road.
- Notwithstanding the development objectives noted above, the Town considers the intersection of Trafalgar Road/Regional Road 5 to be a prominent gateway location for Oakville providing the opportunity to consider special design options for future buildings at this intersection. The special design considerations shall meet the objective of achieving an attractive streetscape appearance from the boundary roads through the use of design elements including landscape buffer strips of variable widths, entry feature elements and exceptional architectural design. The development standards shall be established through the implementing zoning by-law.

Notwithstanding Part E, Section 1.9.3 B(a), the following shall apply to lands east of Postridge Drive and shown on Figure P as Mixed Commercial/Residential, Landscape Buffer and Arterial Commercial:

- The lands subject to a Mixed Commercial/Residential designation shall permit buildings up to four (4) storeys in height.
- The landscaped buffer shown on Figure P to the east of the subject lands and any additional landscape buffers that may be required between land uses shall be comprised of the adjacent local roads in conjunction with any building setbacks and landscaping as may be required in the implementing zoning by-law for the subject Arterial Commercial and Mixed Commercial/Residential lands.
- The requirement for an overall implementation strategy as described in Part E, Section 1.9.3 B(a) for the lands shown as Arterial Commercial and Mixed Commercial/Residential on Figure P shall be satisfied through the implementing zoning by-law and Site Plan Approval.

b) Lands East of Trafalgar Road, North of Ontario Hydro Corridor

For the lands east of Trafalgar Road, north of the Ontario Hydro Corridor, and west and south of the Morrison Creek East Branch, the following uses are permitted:

- In the parcel north of the east/west collector road, the following commercial uses will be permitted: food related uses including large-scale food outlets, retail commercial uses, restaurants, personal service uses and service commercial uses including hotels, office, government, institution, and recreation facilities.
- In the parcel south of the east/west collector road, adjacent to Trafalgar Road the following commercial uses will be permitted: retail commercial uses, restaurants, personal service uses and service commercial uses including offices, financial institutions, medical offices, government, institution and recreation facilities. Auto commercial uses will not be permitted in this area.
- South of the east/west collector road excluding the office use, medium and high density residential uses.

Performance standards that have been developed for this area are intended to control development along Trafalgar Road so that it is attractive, and does not hinder traffic flow. The following standards are established to achieve these objectives:

- the height of the office uses will be limited to 8 storeys;
- for the medium and high density residential area, the maximum height of buildings adjacent to the Morrison Creek is 4 storeys, which is permitted to rise on a graduated basis to 8 storeys adjacent to Trafalgar Road. The overall density of the residential use in this area is 80 units per site hectare, with a maximum of 40 units per site hectare adjacent to the Morrison Creek and 120 units per site hectare adjacent to Trafalgar Road;
- a continuous landscape buffer adjacent to Trafalgar Road of 9 metres will be established;
- It is intended to create a lively and active streetscape in the commercial area which will encourage pedestrian circulation

along public streets. This goal will be promoted by requiring retail stores and service commercial uses to have display windows facing the public street and that there be minimal or zero setbacks from the public street. The pedestrian sidewalk shall be developed as a comfortable public environment which shall have a high quality of landscaped areas, paving, street trees, and appropriate street furniture.

- Particular attention will be given to ensure that the Trafalgar Road frontages and the frontages along the east-west collector are attractive by means of good quality architectural design, landscaping and control of parking locations.
- Where commercial buildings are adjacent to a public street but are primarily oriented away from the public street, the building facade closest to the street will be encouraged to incorporate design features that promote pedestrian interest, public spaces and activity.
- Parking shall generally not be permitted in any yard between the building and a public street.
- Internal access to the block shall be provided primarily by means of one main road linking Trafalgar Road with the east-west collector. This road shall reflect the general characteristics of a public street with sidewalks on both sides, tree-lined boulevards, appropriate street furniture, and appropriate traffic controls and pedestrian safety measures.

c) Greenland Policies

i) Natural Area

The valley land/watercourse designation shown on Figure F1 of the Official Plan has been refined to a specific land use designation as shown on Figure P, Land Use Plan, Uptown Core. Where the lands are designated Natural Area on Figure P and Valleyland/Watercourse on Figure F1, the policies at each designation is intended to apply.

The east branch of the Morrison Creek is designated as 'Natural Area'.

ii) Other Environmental Policies

To ensure suitable separation, landscape, screening, and noise attenuation in residential environments from major arterial roads - Trafalgar Road and Dundas Street - a landscaped buffer area of 9 metres in width adjacent to the roads will be required by the Town of Oakville.

1.9.4 SERVICES

Prior to development occurring in the Uptown Core, a master servicing plan will be prepared. This study will examine how sanitary sewer, water, and storm sewer services will be extended into the area, and to ensure that all properties can be developed. As individual properties develop, servicing of the land will be completed consistent with the master servicing plan.

Traversing the Core area are linear utility corridors - Ontario Hydro, TransCanada Pipelines, and InterProvincial Pipelines. These existing utility corridors are permitted uses and adjacent development will be required to recognize the constraints associated with the utilities. Subject to approval from the appropriate authority, the utility corridors will also be used for open space purposes and as part of the pedestrian and bicycle trail system.

1.9.5 IMPLEMENTATION

a) General

The Uptown Core will be developed over a number of years, and initial development may evolve into more intensive development in subsequent phases. As in other areas of the Town, the Uptown Core will be influenced by changing economic, social and demographic conditions and the Core area will respond to these influences.

The implementation policies are developed to allow for both the phased development of all major land use components within the Core area and to allow for flexibility to change over time within certain parameters.

The Trafalgar Road Corridor Strategy Study will examine the locations of intersections, intersection spacings, and signalization with the primary purpose of avoiding grade-separated intersections, improving pedestrian movements across Trafalgar Road, and

facilitating transit operations. Minor realignments may be made to the roads and intersection locations with Trafalgar Road as a result of this study without amendment to the Official Plan.

Prior to any residential development, School Boards in the Region of Halton shall be consulted.

Prior to any development being permitted within the Uptown Core, a number of conditions must be met, including:

- Full municipal services being available to the lands;
- A detailed economic impact study may be required for any commercial development in accordance with the Regional Official Plan, the study to be approved by the Town of Oakville and the Region of Halton.
- A detailed traffic and transit impact and operations study to the satisfaction of the Town of Oakville and the Region of Halton which reviews the effect of the proposed development on the functioning of the transportation network. Any transportation network infrastructure required to accommodate the proposed development of the Core or a phase of the Core must be constructed prior to or coincident with the development of the lands.
- The preparation of a watershed study for the Morrison Creek - both the East and West Branches. It is necessary for any stormwater drainage improvements to be in place prior to the development of the Core;
- All development must conform with the Town's "Storm Drainage Criteria Manual";
- The preparation of an urban design study which will be prepared by the proponents and approved by the Town. This urban design study will show in detail a block by block development of the area, and will illustrate how the objectives of the Plan for the Core will be achieved. The urban design study will examine, among other things, streetscape details, massing of buildings, setbacks of the buildings from the street, the provision of parking, landscaping, stepping of buildings along the vertical plane, height, pedestrian and vehicular access, provisions of private open space, possible location for secondary streets

and lanes, and details of the street hierarchy system.

- The preparation of a social impact study, which would initially evaluate the physical design of the Uptown Core in terms of ensuring that the plan includes the necessary elements to create a healthy, successful and sustainable human-oriented community. The second phase of this study would focus on the integration of the necessary social services into the Uptown Core in a pro-active manner, through the determination of the social service needs of the population, the establishment of the necessary programs, the identification of funding sources and the determination of space and facility needs.
- Prior to any development of the Central Retail Area and the area between the Central Retail Area and Trafalgar Road, there must be the preparation of a tertiary study of the Central Retail Area, the boundaries of which are illustrated in Figure "P". This study shall be subject to approval by the Town of Oakville and will provide detailed plans for the area, based on the following design objectives:
 - the creation of a pedestrian-oriented main street. Built form along the main street shall include such features as display windows along the street front, generally zero setback for the buildings, frequent entrances to buildings and primary entrances to all uses directly from the street;
 - the creation of public or private streets through the Central Retail Area in order to facilitate the creation of distinct component blocks which reflect the general characteristics of the streets and blocks within the overall plan;
 - the incorporation of a major public square or civic plaza, at least 0.50 hectares in size within the Central Retail Area. This public square should be connected to the major park system adjacent to the Central Retail Area;
 - surface parking will be restricted within the Central Retail Area in it's ultimate built-out form, though street parking will be permitted; and
 - an implementation schedule for development of the area.

The most westerly block of land adjacent to Dundas Street is designated "Office and Other Commercial". The westerly part of this block adjacent to the park area may be used exclusively for residential purposes or may be used exclusively for "Office and Other Commercial" uses. If residential development is to occur, the residential development of this land will be subject to the same density controls, height controls and other design standards that apply to residential lands immediately to the south.

The lands east of Trafalgar Road north of the east-west collector road are exempted from carrying out the following studies: Trafalgar Road Corridor Study, Social Impact Study, and Transit Functional Study.

b) Phase 2A and Unphased

The first phase of development of the Uptown Core should achieve several important structural and land use objectives. These include:

- the completion of the major road network as outlined in Figure "P2" including Street B (Oak Park Boulevard) between Dundas Street and Trafalgar Road; Street D between Street B (Oak Park Boulevard) and Street C (Hays Boulevard); Street C (Hays Boulevard); between Street D and Trafalgar Road; Street P (Sawgrass Drive); Street F (Central Park Drive); and any necessary road widenings in accordance with the Regional road and/or intersection improvements required as a result of the transportation studies;
- the development of a significant portion of the commercial areas;
- the development of a significant portion of the residential area with a mix of densities being available;
- the provision that there will be a balance between the residential and commercial development in the Core to ensure that a full range of land uses is provided in the initial phase of development; and
- the opportunity for public, institutional, recreational and park and open space uses, including the land conveyance of the entire Uptown Core Park to the Town of Oakville.

In the development of the Phase 2A and Unphased areas of the Uptown Core, the following land uses will be permitted in accordance with the following policies:

- residential development as shown on Figure "P2";
- retail commercial uses in accordance with and limited to the scale as established by the Market Analysis;
- uses in the "office and other commercial" category;
- hotel uses;
- institutional, government, recreation and public uses;
- transportation terminal and facilities;
- the major open space system;
- the road system required to service the above-mentioned uses, as illustrated in Figure "P2".

c) Phase 2B

Prior to the development of Phase 2B, the following components of the Phase 2A and Unphased development shall be completed:

- completion of 50% of the permitted Phase 2A residential development;
- development of 20,000 sq. m. within the Central Retail Area;

Phase 2B development of the Uptown Core will consist of the following:

- the balance of the residential development;
- the balance of the retail commercial area, however, the scale of retail development will be limited and phased in accordance with the retail market study;
- the balance of the office commercial uses;

- the balance of the open space and park uses.

Notwithstanding the phasing policies set out in this Plan, those public roads which are internal to the Uptown Core may be developed without regard to any phasing policies as shown in Figure P2.

d) Zoning

Zoning for the Uptown Core may be established substantially in advance of development. The zoning may be passed under Sections 34 and 35 of the *Planning Act*, and a holding designation may be placed on the lands. This holding designation will be removed upon completion of the studies previously referred to in Section 1.9.5 and in accordance with the phasing policy. The Town of Oakville may also initiate zoning changes within the Uptown Core in order to implement provisions of the Official Plan.

For the lands east and west of Trafalgar Road in the Uptown Core, zoning may be subject to an "H" or "Holding" provision. This holding provision will be removed when all the requirements in the preceding paragraph have been met, all the necessary studies have been completed, and when the following specific requirements have been satisfied:

- all access points to public roads servicing the parcel have been determined to the satisfaction of the Town of Oakville;
- the necessary servicing is provided;
- the transportation infrastructure requirements have been provided;
- an appropriate commitment has been made ensuring the provision of the road connecting Trafalgar Road to Dundas Street;
- the blocks intended for development shall be created by means of plans of subdivision or land division applications.

1.10 WEST OAK TRAILS COMMUNITY - FIGURE "Q"**a) Background**

The portion of the West Oak Trails Community dealt with in this Plan is generally bounded by Upper Middle Road on the south, Dundas Street and a portion of the TransCanada pipeline on the north, Regional Road 25 on the west, and Sixteen Mile Creek on the east, as identified on Figure "Q".

The area known as the "West Oak Trails - Neighbourhood 1" bounded by Upper Middle Road to the south, Fourth Line to the west and the Sixteen Mile Creek to the north and east is subject to the policies established in Part E, Section 1.10, subsection (k) of the Official Plan. For purposes of calculation, the land uses within the Neighbourhood 1 area have been included in the overall land use totals for the West Oak Trails Community. It has been planned to integrate with the overall community and function as a part of the West Oak Trails Community overall.

b) General Development Objectives

The West Oak Trails Community to the east of Regional Road 25 will be primarily residential in character. Four major goals form the basis for the land use configurations and policies. The first goal is to establish active public space in the suburban realm. The second goal is to provide as much opportunity as possible to reduce dependence on the automobile. The third is to establish a community that will house people from a broad range of ages, incomes, family types and household types. The fourth goal is to promote a form of development which minimizes its impact on existing environments and mitigates those effects which result.

The following goal statements represent the way in which these broad goals are expressed as land use objectives.

- to achieve an urban environment whose form provides an opportunity for greater pedestrian accessibility and encourages pedestrian movement through the community;
- to create an urban environment which does not rely on automobile use to meet the needs of daily life;

- to create an urban form which is amenable to effective transit provision;
- to create a series of neighbourhoods, each centered around a commercial, institutional and service core which is within walking distance of residents within that neighbourhood.
- to provide a full range of housing types and tenures, at least 25% of which fall within the Province of Ontario's affordability guidelines for the Town of Oakville;
- to create a strong live-work relationship within the West Oak Trails Community;
- to create a system of roads and transportation corridors which fosters the safe and efficient circulation of all vehicular and non-vehicular traffic;
- to provide physical, health and social services which are necessary and desirable in the community;
- to encourage urban design which promotes personal safety and security in the community;
- to maintain the function of significant topographical features and natural environmental resources including sand lenses, woodlots, habitat and watercourses with associated valley systems;
- to provide for adequate water and wastewater services and drainage works throughout the community that reflect the requirements of the respective local, regional and provincial agencies;
- to encourage energy conservation and the use of alternate energy sources through the use of building designs, land use distribution and the design and operation of the transportation system.

c) Residential

The West Oak Trails community is anticipated to have a maximum mature state residential population of approximately 25,000 persons.

The following approximate mix of densities will be found in the West Oak Trails community overall:

Low Density	45%
Medium Density	25%
High Density	30%

The community will provide the full range of densities, dwelling types and tenures. The residential designation does not determine the form of tenure. Maximum densities will range from 20 units per site hectare in the low density designation to 100 units per site hectare in the high density designation.

To ensure conformity with the objectives of this Plan, density ranges for the Medium Density I and II as well as High Density designations have been included. Development proposals which do not achieve the defined density range will require an amendment to this Plan.

The boundaries of the respective residential density designations and the alignment of the streets on Figure "E" and Figure "Q" may be modified to a reasonable degree in the interest of achieving a desirable urban design pattern, provided that the aggregate land areas of each density remain as shown on Figure "Q".

Residential uses will be permitted in commercial areas to promote life and movement in those areas beyond the work-day hours. The residential uses will locate above commercial uses. Free-standing residential uses will not be permitted in commercial areas.

The design of mixed commercial/residential developments will provide residents with ample private open space in the form of terraces and patios. Such accommodation will provide privacy and separation from commercial activity. Stepping back building facades or terracing above the ground level commercial as a method of achieving privacy will be encouraged.

Direct automobile access to residential uses from collector streets and local streets will be allowed. Where residential property abuts a major collector street, development proponents shall generally provide access via back lanes. Treatment of access to the street from individual lots shall be given careful design consideration in order to maintain pedestrian amenability.

To ensure suitable separation, landscape, screening and noise

attenuation in residential environments adjacent to Upper Middle Road, a landscaped buffer area of at least nine metres in width, adjacent to the right-of-way will be required. The buffer will allow for convenient pedestrian access to Upper Middle Road, particularly at transit stops and intersections.

To ensure suitable separation, landscape and screening in residential environments adjacent to the east side of Third Line, north of the TransCanada Pipeline Corridor, a landscaped buffer area incorporated in the residential lots adjacent to the right-of-way will be required.

From Fourth Line Road to just east of Street C, or approximately 575 metres east of Dundas Street, as indicated on Figure "Q", a landscaped buffer consisting of the 18-metre wide InterProvincial Pipeline easement shall be provided.

To ensure suitable separation, landscape, screening, and noise attenuation between residential environments and Regional Road 25 and Dundas Street, a landscaped buffer area of at least 15 metres in width, adjacent to the right-of-way will be required. The landscaped buffer will be gradually narrowed adjacent to the commercial properties to continue walkways and cycle paths adjacent to the commercial properties. The form and nature of this buffer will conform to the recommendations of a study on corridor protection and design for Regional Road 25 and Dundas Street. The buffer shall allow for convenient pedestrian access to these roads, particularly at transit stops and intersections. High quality architectural design, landscaping and control of parking locations, subject to approval by the Town, will be employed to ensure attractive frontage along Dundas Street. Particular attention will be paid to the treatment of the residential and commercial frontages to the east and west of Third Line.

North of Westoak Trails Boulevard, commencing at the westward realignment of Bronte Road, the landscaped buffer adjacent to the residential uses and Regional Road 25 may taper from approximately 15 metres to 9 metres to allow for a proper transition into the buffer strip abutting the commercial block.

All residential development will be constructed to avoid reverse frontage lots on roads. Noise walls as a primary method of noise control are to be strictly limited. Access via laneways and/or service roads will be encouraged as alternatives to reverse frontage or

noise walls.

i) Residential Low Density 1

The Residential Low Density designation shall permit single detached dwellings, semi-detached dwellings, and accessory apartments where appropriate. Other forms of low density housing may be considered where neighbourhood compatibility can be demonstrated to the satisfaction of the Town. Their acceptability will be evaluated in terms of natural vegetation, lot frontages and areas, building height, coverage, mass, setbacks, privacy and overview. Development will be permitted at a maximum of 20 units per site hectare.

ii) Residential Low Density II

The Residential Low Density II designation shall permit single detached dwellings, semi-detached dwellings, duplexes and accessory apartments where appropriate. Other forms of low density housing may be considered where neighbourhood compatibility can be demonstrated to the satisfaction of the Town. The range of density allowed will be from 20 to 25 units per site hectare.

iii) Residential Medium Density I

The Residential Medium Density I designation will permit multiple-attached dwelling types such as townhouses, duplexes, triplexes, and quadraplexes. Development will be permitted within a range of density from 22 to 40 units per site hectare. Detached and semi-detached dwellings will be allowed within this designation, provided the density falls within the density range specified for Residential Medium Density I.

Notwithstanding the Residential Medium Density I designation, the maximum density is limited to 53 units per site hectare for the lands designated Residential Medium Density I located east of Regional Road 25 (Bronte Road), south of the TransCanada pipeline, and west of Baronwood Drive to allow the construction of multiple attached dwellings.

iv) Residential Medium Density II

Residential Medium Density II designations will permit the full

range of dwelling types noted in the Residential Medium Density I designation in addition to stacked townhouses, apartments and similar housing forms. Development will be permitted within a range of density from 41 to 75 units per site hectare.

Notwithstanding the Residential Medium Density II designation the lands located east of Bronte Road, west of Baronwood Drive and north of the commercial block shall only permit detached and townhouse dwelling types at a maximum density of 45 units per site hectare.

Buildings may be developed to a maximum height of four storeys in Medium Density Residential II areas.

Further to Official Plan policies outlined in Part F, Section 1.3(b), the Town may consider increased height and/or density in return for the provision of such facilities, services or matters as stated in this Plan. If the bonusing provision is utilized, buildings may be developed to a height of five storeys, provided that the building has a terraced form and additional height is oriented away from the street edge.

v) Residential High Density

The Residential High Density designations will consist of housing in the form of stacked townhouses, duplexes, triplexes, quadraplexes, apartments and other similar housing forms. The density will range from 76 to 100 units per site hectare.

Buildings may be developed to a maximum height of four storeys in Residential High Density areas. Where a bonusing provision is used, the maximum height will be five storeys.

Further to Official Plan policies outlined in Part F, Section 1.3(b), the Town may consider increased height and/or density in return for the provision of such facilities, services or matters as stated in this Plan. If the bonusing provision is utilized, buildings may be developed to a height of five storeys, provided that the building has a terraced form and additional height is oriented away from the street edge.

vi) Residential Policy Areas

Residential Policy Areas are so designated because of their special vegetative qualities, locational characteristics, topographical characteristics, and/or hydrological significance.

Residential Policy Areas "A" identify woodlots which are desirable components of urban open space. These woodlots, because of their inherent environmental characteristics, are capable of tolerating surrounding urban development and perhaps limited intrusion of urban development.

Residential Policy Areas "A" include woodlots that have lesser environmental significance than those found in Natural Areas, but nevertheless, represent a significant natural asset.

Residential Policy Areas "B" include woodlots that, in an urban context, have lesser environmental significance than Residential Policy Areas "A". Residential Policy Areas "B" are sufficiently sensitive that their retention on a long-term basis in an urbanized area is less practical and more costly than retaining "A" areas, however they normally contain specific features which can form significant elements of an urban environment.

The following policies shall apply to Residential Policy Areas:

- Development plans will be specifically designed to preserve intact the overall wooded character of the area and to the extent possible, individual specimen trees that may be identified.
- This may be achieved by setting aside certain high quality areas of woodland for preservation as part of public lands.
- Where the Town chooses to preserve a woodlot or a portion thereof as part of public lands, it may, through the use of the parkland dedication provisions of the *Planning Act*, the purchase of land and/or other available mechanisms, including negotiated settlements, seek the acquisition of the woodlot or portion thereof.

- That portion of the woodlot which is not acquired may be utilized for the development of a wide range of housing forms at a maximum density of 12 units per site hectare over the entire woodlot site. A height limit of three storeys will apply.
- Residential development will be encouraged to take the form of clusters of units in the least environmentally significant portion of the woodlot and shall be designed to minimize impact on the remaining portions of the woodlot. The remaining woodlot will be preserved intact as private open space or public open space.
- Such development shall only be permitted based on a detailed Environmental Impact Assessment Report, carried out by a qualified consultant.
- Such an analysis shall result in a development plan which preserves for the long term, the overall wooded character of the area and key individual trees or groups of trees. Any development permitted shall be subject to the site plan control provisions of the *Planning Act*.
- Where portions of the woodlot are to be left intact, and where the Town does not acquire them, proponents will be encouraged to set them aside as privately-held reserves.

Where the Residential Policy Area also constitutes a potential woodlot/wetland of hydrological significance, as indicated in the Fourteen Mile Creek/McCraney Creek Watershed Planning Study, the woodlot will continue to provide hydrological benefits by permitting natural processes to continue. The following policies shall apply to such areas:

- Development plans will be specifically designed to preserve the hydrological function identified in the Fourteen Mile Creek/McCraney Creek Watershed Planning Study and further described in any successor studies. This will be achieved by setting aside certain potential woodlots/wetlands of hydrological significance as part of public lands or as privately held reserves.

- Where the Town chooses to preserve potential woodlots/wetlands of hydrological significance or any part thereof as part of public lands, it shall, through dedications, the purchase of land and other available mechanisms, including negotiated settlements, seek the acquisition of the areas or portion thereof.
 - That portion of the potential woodlot/wetland of hydrological significance which is not preserved may be utilized for residential development which does not compromise the hydrological role of the woodlot.
 - Residential development may take the form of clusters of units in the least hydrologically significant portion of the woodlot/wetland and shall be designed to maintain or enhance the hydrological function of the area.
 - Such development shall only be permitted based on a detailed assessment of each potential woodlot/wetland of hydrological significance to be completed prior to development. This study shall be completed to the satisfaction of the Town of Oakville, the Ministry of Natural Resources and the Halton Region Conservation Authority. It shall include but not be limited to the following components:
 - hydrogeological
 - hydrological
 - terrestrial
 - wildlife
 - buffer zone as it relates to water quality and quantity
 - The analysis shall result in a development plan which preserves for the long term, the hydrological function of the woodlot/wetland. Any development permitted shall be subject to the site plan control provisions of the *Planning Act*.
- vii) Notwithstanding the Residential Low Density I designation, an architectural design office will be permitted at 2295 Bronte Road on a temporary basis until such time that the Bronte Road Environmental Assessment has been completed. Until such time Interim uses that do not conflict with adjacent uses and which conform to accepted zoning standards shall be permitted

in existing buildings.

- viii) Notwithstanding the agricultural designation, a medical office/residence will be permitted at 2307 Bronte Road on a temporary basis until such time that the Bronte Road Environmental Assessment has been completed. Until such time Interim uses that do not conflict with adjacent uses and which conform to accepted zoning standards shall be permitted in existing buildings.

d) Commercial

i) General Policies

Commercial areas will have a strong, identifiable urban image. They will provide a sense of identity and focus within the overall community and within neighbourhoods.

Commercial areas will be integrated into the pattern of streets and blocks of which they are a part. The physical design will encourage pedestrian circulation to, from, and within these commercial areas along public streets and Lineal Open Space.

Streets and greenway links shall be designed to facilitate comfortable pedestrian movement in an interesting, active, and well designed public realm.

Residential uses will be permitted in Commercial areas to promote activity and movement in those areas beyond the work day hours. Residential uses will not be permitted at grade in these commercial areas, but must locate above commercial uses. Free-standing residential uses will not be permitted in the Commercial areas.

As a condition of development or redevelopment of land for commercial purposes, the Town may require the conveyance of land to the Town for park purposes based on the following criteria:

- a minimum of 2% of the land proposed for commercial development or redevelopment.

Oakville may, at the Town's discretion, request cash payment in lieu of land for park purposes to the value of land otherwise

required to be conveyed; such cash will be placed in a park trust fund to be expended in accordance with the provisions of the *Planning Act*.

Where the Town deems it appropriate, corner lot commercial development may provide a landscaped pedestrian plaza facing the street. It shall be designed to the satisfaction of the Town and will constitute a contribution in lieu of a 2% parkland dedication. Development proponents will have regard for design guidelines which are developed to fulfill the intent of this Plan.

Site design will minimize impacts of parking, loading and driveway areas.

ii) Neighbourhood Commercial Centres

Neighbourhood Commercial Centres will locate in five locations in the West Oak Trails Community. They shall generally be located at the intersections of the major collector roads. Commercial areas shall be oriented toward the intersection of the major collectors.

Residential uses will be allowed to locate above the commercial uses at a maximum density of 65 units per site hectare. In order to encourage the mixed use character, transfers of residential density from medium and high density land use parcels immediately adjacent will be permitted, provided development does not exceed the height limits established.

A minimum height of two storeys will be encouraged. The height limit of commercial/residential buildings in the Neighbourhood Commercial Centres shall be four storeys.

Further to Official Plan policies outlined in Part F, Section 1.3(b), the Town may consider increased height and/or density in return for the provision of such facilities, services or matters as stated in the Plan. If the bonusing provision is utilized, buildings may be developed to a height of five storeys, provided that the building has a terraced form and additional height is oriented away from the street edge.

Neighborhood commercial uses will be located along both sides of the major collector in order to provide a continuous retail face at that part of the street. An exception to this policy will be at the

intersection of Westoak Trails Boulevard and Postmaster Drive where there will be one Neighborhood Commercial Area at the southeast corner of that intersection.

Neighborhood Commercial Centres shall be designed and developed in a manner that minimizes the negative impact on adjacent residential areas and encourages pedestrian activity.

Where the development proponent(s) are able to demonstrate a reduced need for parking to the satisfaction of the Town, alternatives to the current parking standard will be considered.

Detailed development control guidelines may be developed for neighbourhood commercial areas and implemented by amendments to the comprehensive Zoning By-law or the Official Plan.

iii) Arterial Commercial

Arterial commercial uses will be located in a node along the east side of Third Line, north of Upper Middle Road.

The size of this site shall be limited to 0.5 hectare.

Uses shall be limited to an automobile service station with a car wash facility and ancillary retail sales of convenience items and a take-out restaurant.

iv) Community Shopping Area

Lands in the southwest and southeast quadrants of Dundas Street and Third Line shall be designated Community Shopping Area. Permitted uses for the lands in the southeast quadrant shall include all those uses permitted in Part D, Section 2.5. Permitted uses for the lands in the southwest quadrant shall include office and service commercial uses including service stations; commercial entertainment and recreation uses; restaurants; government, institutional, social and cultural facilities; and residential uses alone, or in combination with any permitted non-residential use, up to a maximum density of 75 units per site hectare. Limited retail uses are also permitted, however, the implementing zoning by-law shall limit non-ancillary retail uses. In order to encourage the mixed use character, transfers from adjacent medium density parcels will be permitted provided the overall height limits are not exceeded.

The development of both the easterly and westerly segments of the community shopping area should recognize their importance in developing a gateway and focus for the community. Building locations which reinforce street edges, while maintaining good visibility for retail facades are to be encouraged, and the development of major entrances shall stress common architectural elements and features.

The site design should promote a clear system of pedestrian and vehicular movement, and incorporate elements such as canopies and arcades that emphasize pedestrian comfort. An overall plan should also be developed for signage and lighting in order to ensure a consistent and attractive treatment.

The visual impact of parking and driveway areas should be minimized, and expansive parking areas are to be avoided, wherever possible. Where the development proponents are able to demonstrate a reduced need for parking to the satisfaction of the Town, alternatives to the current parking standards will be considered.

The maximum height of buildings in the Community Shopping Area west of Third Line shall be six storeys.

e) Institutional

i) General Policies

The primary institutional uses envisaged for the West Oak Trails Community are public and separate schools, places of worship, day care centres, health and social service facilities, community recreation centres and the St. Volodymyr's Cultural Centre. Other institutional uses may be permitted within the residential area of this community subject to the applicable policies of the Official Plan.

Any vacant site designated for a school, place of worship or daycare centre may be used for other community scale institutional uses without amendment to this Plan. Any such site may also be utilized for low density residential purposes without amendment to this Plan, however, will require an appropriate amendment to the Zoning By-law. The separate secondary school site at the southeast corner of Dundas Street and Postmaster Drive may be used for medium density

residential uses without amendment to this Plan, however, an appropriate amendment to the Zoning By-Law will be required.

ii) Schools

The West Oak Trails Community provides for six public elementary schools, three separate elementary schools, one public secondary school, and one separate secondary school.

Schools will be placed near neighbourhood centres where public transit is readily accessible, and where higher concentrations of population are located. They will generally be placed in proximity to Lineal Open Space to facilitate access by foot and bicycle.

Site sizes for each school type, both elementary and secondary, will be determined by the policies and criteria established by the Halton Board of Education and the Halton Roman Catholic School Board.

iii) Places of Worship

Four sites are designated as places of worship in the Westoak Trails Community. One of these sites predates preparation of plans for this area.

The preferred size of a site designated as a place of worship will be 1.6 hectares. Where a site to be developed as a place of worship is larger than that required by the organization which will use the site to establish a place of worship, the maximum size may be reduced accordingly without amendment to this Plan.

Places of worship shall be located at the intersections of major collectors and along collectors in order to provide visibility, accessibility and proximity to public transit.

This location acknowledges the multi-functional character of places of worship, many of which are active in providing services of a community nature.

The place of worship or decorative architectural features associated with it may exceed the height limit of buildings in an adjacent Community Shopping area or adjacent Neighbourhood Commercial areas without amendment to this

Plan in recognition of its landmark status.

Parking for places of worship will be located at the rear of the building.

iv) Recreation and Library Facilities

Community and neighbourhood parks may accommodate built facilities to provide space for recreational, cultural and/or library facilities.

A Community Park will be located east of Third Line and south of the most northerly east-west collector. In order to enhance the complementary function of the park in relation to the community shopping area, the park will locate as closely as possible to the shopping area. Safe, convenient pedestrian access between these two areas shall be required.

v) Other Civic Uses

Specific sites for police, fire and ambulance service are not expected to be required within the community. However, if, in future, additional sites are required, they may be provided without amendment to this Plan.

Day care facilities may be located within all of the land use designations within the community other than public open space.

vi) St. Volodymyr's Cultural Centre

The northerly portion of St. Volodymyr's Cultural Centre from the Natural Area to Dundas Street is designated as Institutional Policy Area "A". Permitted uses within the designation include a place of worship, youth hostel, community centre, senior citizens' housing, conservation, and active and passive recreational uses.

The southerly portion of the property from the Natural Area to the northerly limit of the TransCanada Pipeline easement is designated as private open space. Permitted uses within this designation include conservation, outdoor recreation, cemeteries and similar low intensity uses.

f) Greenland Policies

General Policies

i) Natural Area

Where the lands are designated 'Natural Area' on Figure 'Q', they are more specifically designated as 'Valley Lands/Watercourse' on Figure 'F1'. The policies contained within Part D, Section 4 of the Official Plan as they apply to each designation is intended to apply.

Where a Natural Area is comprised of a potential recharge and infiltration area, a hydrologically significant woodlot, an erosion control area, a watershed management area, or a water quality control area, the size and configuration of the area used to secure such function shall be subject to the approval of the Town in accordance with the terms of the Fourteen Mile Creek/McCraney Creek Watershed Planning Study and any successor studies. This shall be determined at the time of individual development applications.

Where a Natural Area is comprised of an environmentally significant woodlot, it is the intent of this Plan to preserve the woodlot in its natural state.

Natural Areas will be used to connect neighbourhoods to the major east-west trail systems, to trail systems outside of the West Oak Trails community and to other active parkland areas.

ii) Parkland

The parkland area in the West Oak Trails Community will provide both for passive and active recreation. Parkland will be located adjacent to Natural Areas wherever possible in order to extend the concept of open space development.

The West Oak Trails community will contain 2 Community Parks, 6 Neighbourhood Parks, and a number of parkettes.

The two Community parks will be active recreational areas with major playing fields and other sports facilities. It is anticipated that both Community Parks will be lighted facilities in order to extend the hours of their use, and thus, their

usefulness to the community.

The Community Park east of Third Line and south of Pine Glen Road will be approximately 10 hectares and will include recreational facilities within an enclosed building. These facilities may be operated by the Town or may be operated by a public/private partnership agreement. The facility may include some commercial uses.

The Neighbourhood Parks shall be approximately 2.75 - 3.5 hectares each. They will serve the neighbourhoods which surround the community nodes and neighbourhood shopping areas. They shall, therefore, be located in close proximity to the nodes and in association with school facilities, where possible.

iii) Private Open Space

The portion of the St. Volodymyr's Cultural Centre property south of the Natural Area to the northerly limit of the TransCanada Pipeline easement, as shown on Figure Q is designated as Private Open Space. Permitted uses within this designation include conservation, outdoor recreation, cemeteries and similar low intensity uses.

Where any land designated for Private Open Space is under private ownership, this Plan does not indicate that this land will necessarily remain as open space indefinitely, nor shall it be construed as implying that open space areas are free and open to the general public or will be purchased by the municipality.

iv) Utility Corridors

These corridors will generally range between 15 to 30 metres in width and will be part of the pedestrian and bicycle transportation network.

Subject to approval by the appropriate authorities, the TransCanada Pipeline and InterProvincial Pipeline easements will be used for open space purposes and shall constitute the major east-west open space corridors in the West Oak Trails Community. These existing utility corridors are permitted uses, and adjacent development will be required to recognize the constraints associated with these utilities. Utility corridors

will be acquired by the municipality, but will not be a part of the parkland dedication.

g) Transportation and Circulation

i) General Policies

The major collector road network interconnects the various land use groups and communities with two east-west facilities and four north-south facilities, complemented with a minor north-south arterial located east of Third Line.

A central one-way street system with associated park and institutional uses will be developed on Third Line south of the northern east-west collector road, in order to create an attractive community focus and to reduce the impact of traffic on the adjacent community.

The system of circulation in West Oak Trails is based on a grid system reinforced by a continuous east-west major collector road system.

Phasing will ensure that the road system will be developed in order to accommodate convenient vehicular circulation, to facilitate efficient transit service, and to provide access for the development of non-residential uses which service the residential areas.

Phasing will ensure that the public transit system will be developed in order to accommodate convenient movement by public transit.

The proposed system is intended to be flexible in terms of specific locations. The alignment of the new roads may be modified to a reasonable degree, in the interest of achieving desirable and appropriate urban design and subdivision patterns.

In order to provide a transportation system that encourages travel by all modes (vehicular, transit, bicycle and pedestrian), the local road networks associated with plans of subdivision should allow for interconnection with the arterial and collector road system. This transportation system can be developed using a grid or modified grid pattern which reduces the use of culs-de-sac providing more opportunities for local transit

routing and both bicycle and pedestrian access throughout the communities.

Notwithstanding Figure "E" Transportation, and Part C, General Policies, Table 1, Functional Classification of Roads in the Town of Oakville Official Plan, a major collector road in the West Oak Trails Community shall have a right-of-way of 26 metres.

ii) Public Transit Opportunities

The transportation system shall provide the basis for effective public transit provision.

Phasing will ensure that the public transit system will be developed in order to accommodate convenient movement by public transit.

Development adjacent to Dundas Street or Regional Road 25 will have regard for the recommendations of a corridor protection and corridor design study. Development shall not occur until this study is completed.

Specific future transit network improvements shall be provided as follows:

Transitways on exclusive rights-of-way and/or high occupancy vehicle lanes shall be provided on:

- Dundas Street
- Regional Road 25

Transitways on exclusive rights-of-way along the above-noted corridors will provide four lanes for vehicular traffic.

Transitways on designated lanes and/or high occupancy vehicle lanes will be provided on:

- Upper Middle Road

Transitways on designated lanes may be configured as either outside bus lanes or median bus lanes. The requirement for permanent or peak period/peak direction designation of bus and/or high occupancy vehicles only privileges will remain flexible until feasibility and service levels can be assessed.

Transit services shall be permitted on all roads with a right-of-way of 18 metres or more, and appropriate transit routes shall be developed to service the community and signed and designated at the time of development.

iii) Pedestrian and Bicycle Transportation

The road system will serve equitably the needs of pedestrians and bicyclists in addition to automobiles. Bicycling and walking will constitute an important alternative mode of transportation within the community. This shall be considered in the context of the physical development of the community.

Cycleways and walkway systems shall be integrated into the community. It will include sidewalks and cycleways integrated with the road system, as well as a separate system forming part of the open space system. They shall link the West Oak Trails neighbourhoods together, although links to adjacent areas shall be sought.

The cycleways and walkway systems will be considered as additional routes for transportation within the community rather than simply as recreational facilities.

Cycleways shall be provided on all collector roads, minor arterial roads and arterial roads within the West Oak Trails community according to standards established by the Town.

h) Services

i) General Policies

Development of the West Oak Trails Community shall be on the basis of full urban wastewater collection and water distribution facilities.

The cost of providing services to facilitate development of the West Oak Trails Community, including any expansion of the wastewater and water treatment facilities, shall be borne by the benefiting landowners, in accordance with the provisions of the *Development Charges Act*, the Region of Halton's Development Charges By-law, and the financing policies and the servicing plans developed by the Region of Halton and the municipality. Lands within the West Oak Trails Community

may be considered for use as a Regional water reservoir.

Prior to development occurring in each Major Phase area, a Master Servicing Plan will be prepared. This study will examine how sanitary sewer, water and storm sewer services will be extended into the new phase area and to ensure that all properties in the community can be developed. As individual properties develop, servicing of the land will be completed consistent with the Master Servicing Plan.

ii) Utilities and Easements

All local power and telephone lines and other cable services to serve the development in the West Oak Trails Community shall be located underground, where feasible.

All underground services shall be permitted in any land use designation in the West Oak Trails Community, including any open space designation.

Two 18 metre wide pipeline easements are located within the West Oak Trails Community, the TransCanada Pipeline easement to the north and the InterProvincial Pipeline easement to the south. These lands are a part of public open space.

These existing utility corridors are permitted uses and adjacent development will be required to recognize the constraints associated with the utilities. Subject to approval from the appropriate authority, the utility will also be used for open space purposes and as part of the pedestrian and bicycle trail system. In this regard, the lands will be acquired by the municipality but will not constitute parkland dedication.

A major above ground hydro transmission corridor traverses the West Oak Trails Community along Upper Middle Road. It is intended that this corridor be relocated to the south side of Upper Middle Road as that road expands. Wherever the corridor remains, it shall be incorporated into the open space system, if possible.

iii) Stormwater Management

The West Oak Trails Community is traversed or bounded by the Sixteen Mile Creek, Taplow Creek, Glen Oak Creek,

McCraney Creek, the east branch of Fourteen Mile Creek, and the two main branches of Fourteen Mile Creek.

The Fourteen Mile Creek/McCraney Creek Watershed Planning Study and the Glen Oak Creek Subwatershed Impact Study recommends general policies and strategies for stormwater management and quality control. The approximate size and location of facilities is indicated in the Study.

A subwatershed study shall be completed by one applicant or a group of applicants within a watershed. Individual plans of subdivision may be submitted for review in conjunction with the preparation of a subwatershed study.

Studies shall be conducted at the subwatershed stage to determine the size, volume, discharge rates and rates of infiltration for stormwater management facilities. Studies shall be completed to the satisfaction of the Town of Oakville and the Halton Region Conservation Authority prior to the draft plan approval of any plans within a subwatershed.

Stormwater Management facilities including water controls shall conform with the Fourteen Mile Creek/McCraney Creek Watershed Planning Study and the Glen Oak Creek Subwatershed Impact Study, any successor studies, as well as with the Town of Oakville Storm Drainage Criteria Manual and the required subwatershed study. The Stormwater Management facilities may locate within all but the following land use designations:

- roads
- educational facilities
- public parkland

Where permanent facilities required to service the full subwatershed as determined in the subwatershed study are to be located outside the area of application for draft subdivision approval, development of the subdivision may be delayed until required facilities are built. The applicant may provide, subject to approval by the Town, interim water quality control and stormwater management for their subdivision on their own property. Such handling will be of a temporary nature and will not be an alternative to optimum water quality and stormwater management as identified in the watershed and subwatershed

studies.

A functional drainage report shall be prepared for each development site prior to the approval of individual development applications to the satisfaction of the Town of Oakville and the Halton Region Conservation Authority. The functional drainage report shall address the specific design, construction, stormwater management and phasing of works.

Where the existing watercourses are sufficiently wide to carry storm flows, there will be no reconstruction of these areas, except for erosion control and water quality maintenance measures to the satisfaction of the Town of Oakville, the Halton Region Conservation Authority and the Ministry of Natural Resources. The watercourse valley from top-of-bank to top-of-bank, together with sufficient tableland to ensure the preservation of mature vegetation along the top-of-bank edge and to provide access for maintenance vehicles will be conveyed to the municipality for conservation and buffer purposes as part of the conveyance of lands along the watercourse. It shall be designated as part of the Natural Area system within this Plan. This conveyance shall not form part of the required parkland dedication. Compensation shall be at the rate determined in the Development Charges By-law as adopted by the Town of Oakville.

Where the watercourse is not sufficiently wide or deep to accommodate storm flows and to ensure water quality, reconstruction of the watercourse may be accepted, if the following guidelines are satisfied:

- The watercourse reconstruction is completed in a way which creates a natural appearing stream environment with variable side slopes, introduction of vegetative rehabilitation including trees, shrubs and ground cover, and a meandering channel.
- Erosion control is implemented to the satisfaction of the Town of Oakville, the Halton Region Conservation Authority and the Ministry of Natural Resources.
- The conveyance of the watercourse and suitable buffer zone as determined in the subwatershed study to the satisfaction of the Town of Oakville. This shall include a satisfactory setback to preserve mature tree

vegetation or that which may be planted along the top-of-bank, as well as to provide access for maintenance vehicles. Conveyance shall not form part of the parkland dedication and shall be compensated through Development Charges at the rate set out by the Town of Oakville in its Development Charges By-law.

All alterations to the existing channels and floodplains and valleys in the form of construction dumping or removal of fill shall generally not be permitted, and where such changes are approved, the design of and alteration to any channel must convey the Regulatory Storm flows, meet flood storage requirements, and be designed to the satisfaction of the Town of Oakville, the Halton Region Conservation Authority, and other appropriate public agencies.

Areas identified as potential recharge and infiltration areas shall require further studies to be conducted at the subwatershed study stage. Such studies shall, as a minimum, identify the rate of infiltration and appropriate design techniques to maintain or maximize the rate of infiltration for each site. The study shall be conducted to the satisfaction of the Town of Oakville.

i) Implementation

i) General Policies

This Community Plan shall be implemented by the powers conferred upon the municipality by the *Planning Act*, the *Municipal Act*, and other applicable statutes.

ii) Conditions of Development

Notwithstanding any other provision of this Plan, prior to any new development, other than expansions of existing uses, receiving final approval in the Community Plan area the following conditions must be met:

- full urban services and utilities are committed to be in place and operative prior to or coincident with occupancy and use of the land;

- any transportation facilities required to accommodate the development are committed to be in place and operative prior to or coincident with occupancy and use of the land;
- storm drainage facilities approved by the municipality are committed to be in place and operative prior to or coincident with the occupancy and use of the land;
- an archaeological assessment of the land has been conducted and any relevant findings have been implemented;
- the municipality(s) is satisfied that the cost sharing by the benefiting landowners towards the provision of transportation, wastewater, water, stormwater, and other identified infrastructure needs are secured in accordance with municipal and regional policies and the provisions of the *Development Charges Act*.

iii) Zoning By-law

The zoning by-laws for this area may include provisions for bonusing and holding zones where deemed appropriate and where they are in accordance with Part F, Section 1.3(b) of the Official Plan and with the provisions of the *Planning Act*.

iv) Plans of Subdivision

The Plan area is subject to subdivision control and part lot control.

Only those plans of subdivision shall be recommended for approval which:

- conform with the policies and designations of this Plan;
- can be provided with adequate services and facilities as required by this Plan;
- are not premature and are in the best interests of the municipality.

v) Consents

Development shall generally take place by plan of subdivision. Consents shall only be permitted:

- for technical or legal purposes; or,
- where the municipality is satisfied that the consent will not prejudice the ultimate subdivision of the land;
- in cases of part lot control.

vi) Greenland Implementation Policies

Areas designated for Greenland purposes include land in the following designations:

- Natural Area;
- Parkland; and
- Private Open Space.

All efforts shall be made to acquire the land in these designations in accordance with the policies of this Plan, through such mechanisms as the use of the bonus provisions of the *Planning Act*, parkland dedication provisions of the *Planning Act*, and the purchase of land.

With regard to the parkland dedication provisions of the *Planning Act*, as a condition of development or redevelopment of land, the conveyance of land to the municipality for park or other public recreational purposes may be required based on the following criteria:

Residential Development or Redevelopment

- a minimum of 5% of the land proposed for residential development or redevelopment; or
- 1 hectare of land for each 300 dwelling units proposed for development or redevelopment.

Commercial Development or Redevelopment

- a minimum of 2% of the land proposed for commercial purposes.

Further, in order to maximize the municipality's ability to acquire the land in the Greenland designations, the municipality may, for any area within the Community Plan, at its discretion:

- request cash payment in lieu of land for parkland with such payments to be used for park or other public recreational purposes elsewhere in the Community Plan area;
- acquire land which may be sold at a later date with the funds to be used for park or other public recreational purposes elsewhere in the Community Plan area;
- exchange land within the Community Plan area;
- accept lots in lieu of land for parkland with the proceeds of the sale of such lots to be used for park or other public recreational purposes elsewhere in the Community Plan area; and
- other similar approaches which are deemed appropriate.

j) Definitions

Area definitions for residential development:

- Site - Includes: residential lots or blocks, parkettes and local roads. In the case of development or redevelopment, any public land required to be dedicated or conveyed shall not be included for the purpose of calculating the site hectareage.

k) West Oak Trails Community Neighbourhood 1

i) Background

The lands in Neighbourhood 1 are bounded by the Sixteen Mile Creek on the north and east, Upper Middle Road on the south, and Fourth Line on the west to form a part of the West Oak Trails Community.

In the Neighbourhood 1 area of the West Oak Trails

Community there is an emphasis on providing a full range of residential housing forms, including a significant proportion of medium density housing in conformity with the Town's policies on housing affordability. The aim is toward a highly pedestrian-oriented community where most of the convenience needs of daily living are provided within walking distance. This is the first development within the larger community.

ii) Commercial

a) Mixed Commercial Residential

There is a Mixed Commercial Residential area located at the north east corner of West Oak Trails Boulevard and Fourth Line. The building form will be developed to the street to promote accessibility and a sense of street life. The street oriented retail is intended to emphasize the pedestrian orientation of the community. The size of this Mixed Commercial Residential area shall be approximately 0.7 hectares. The development of residential uses in combination with commercial uses will be encouraged. In this regard, the lands designated Mixed Commercial Residential on the north side of West Oak Trails Boulevard shall permit residential uses above commercial uses with an overall height limit of three storeys.

iii) Residential

a) General Policies

The lands in Phase 2A are anticipated to have a population of 2,900 persons at maturity, with an overall density of 40 persons per gross hectare. The density is based on the persons per household occupancy outlined in this Plan to 2001. To ensure conformity to the objectives of this Plan, density ranges have been included. Development proposals which do not achieve the defined density range will require an amendment to this Plan.

The various types of housing in Phase 2A will permit a range of ownership forms, including freehold, rental, cooperative, non-profit, rental-assisted, and other forms

which may be applicable. The residential designation does not determine the form of tenure.

b) Residential Special Areas

The development plan for the Residential Special Area will be specifically designed to preserve intact the overall wooded character of the area and, to the extent possible, individual specimen trees that may be identified. This will be achieved by setting aside the higher quality areas of woodland adjacent to the Sixteen Mile Creek Valley for preservation of public lands, or as privately held reserves in common ownership. The density of development in this area will not exceed 12 units per gross hectare and an overall height limit of 3 storeys will apply.

iv) Greenland Policies

a) Parkland

Parkland of approximately three hectares will be located adjacent to West Oak Trails Boulevard in the vicinity of the Sixteen Mile Creek Valley.

b) Natural Area

The environmental designations as shown on Figure F1 and F2 of the Official Plan have been refined to specific land use designations as shown on Figure "Q", Land Use Plan, West Oak Trails Community". The policies within Part D, Section 4 of the Official Plan as they apply to each environmental designation shall apply.

The area associated with the Sixteen Mile Creek is an area designated as a Regional Environmentally Sensitive Area. Regard will be had to Part D, Section 4 and Figure "F2" of this Plan, along with the relevant Regional Official Plan requirements, prior to any development approval

Within the area south of the northerly utility corridor and east of Vista Oak Road, there is a stormwater management detention pond. This pond is designated Natural Area as shown on Figure Q and will serve an open space function.

Pedestrian access along the top-of-bank of the Sixteen Mile Creek Valley will be provided including a staging area providing access into the Sixteen Mile Creek Valley.

c) Other Environmental Policies

Pedestrian and bicycle pathways, either separate or combined, will be accommodated by a linked open space system consisting of setbacks from watercourse, schools, parks, greenway links, the berm buffer areas and utility lands. Bicycle paths or routes will be established along the collector roads within this community.

To ensure suitable separation, landscape, screening and noise attenuation in residential environments from the major arterial road -- Upper Middle Road -- a landscaped buffer consisting of the 18 metre wide InterProvincial Pipeline easement is provided. Adequate screening separation and noise attenuation can be achieved from Upper Middle Road through the use of berming and noise walls. Provisions for this will be ensured through the subdivision approval process.

d) Utility Corridor

Two separate utility corridors as identified on Figure Q are located within this community. The utility corridors are located along the southerly limit of the community and within the northerly area of the community. These utility corridors will be conveyed to the municipality, will not be considered as part of the required parkland dedication and will provide for an east-west connection between the communities and neighbourhoods. On the northeast corner of the intersection of Fourth Line and Upper Middle Road, there is stormwater management pond. This detention pond is designated as Utility Corridor as shown on Figure Q.

v) Institutional

The primary grouping of institutional facilities will consist of two elementary schools.

All institutional uses shall be subject to site plan control under the provisions of the *Planning Act*. Off-street parking and

loading/drop-off areas adequate to meet the requirements of the particular use will be required. Where possible, institutional uses should be located close to pedestrian links and transit routes. Educational facilities consisting of two elementary schools are to be located adjoining public parks where possible, central to the units of population served, with sites adequate for buildings, possible future expansion and recreation facilities. If adjoining a park site, the school site shall be a minimum of 2.4 hectares. If not adjoining a park site, the school site shall be a minimum of 3.2 hectares.

Any vacant site designated for a school, place of worship or daycare centre may be used for other community scale institutional uses without amendment to this Plan. The school sites may also be utilized for medium density residential purposes without amendment to this Plan; however will require an appropriate amendment to the Zoning By-law.

vi) Phasing

Development within this community will be allowed subject to the availability of full municipal services. Phasing within the area affected by the amendment will ensure that capacity of municipal services for the development is available, the collector road system is installed, and servicing capacity is reserved for schools, and further, that affordable housing keeps pace with the overall development.

vii) Services

Traversing the core area are two linear utility corridors - TransCanada Pipelines and InterProvincial Pipelines. These existing utility corridors are permitted uses and adjacent development will be required to recognize the constraints associated with the utilities. Subject to approval from the appropriate authority, the utility will also be used for open space purposes, and as part of the pedestrian and bicycle trail system. In this regard, the lands will be acquired by the municipality, but will not constitute parkland dedication.

Notwithstanding Part C, General Policies, Table 1, Functional Classification of Roads for West Oak Trails Phase 2A, a collector road shall have a right-of-way of 26 metres.

1.11 PALERMO WEST COMMUNITY – FIGURE “R”**a) Background**

The following policies shall apply to the lands generally bounded by Dundas Street and a portion of the TransCanada Pipeline on the north, Upper Middle Road on the south, Bronte Road (Regional Road 25) on the east, and Bronte Creek Provincial Park on the west as identified on Figure “R”.

The area shall be known herein as the “Palermo West Community”. The majority of this area was designated as the “West Oak Trails Special Study Area” in the Official Plan, which identified that this area would be used primarily for residential uses and an Official Plan Amendment would be adopted prior to its development.

b) General Development Objectives

The Palermo West Community will function as a logical extension of the established West Oak Trails Community on the east side of Bronte Road. Palermo West will operate as an extension of the West Oak Trails Community and will contain a limited range of community facilities due to the close proximity of the West Oak Trails Community. These areas will be primarily residential in character, save for those lands designated as the Palermo Transit Node/Special Study Area. The new community will complement the overall goals and design objectives of the West Oak Trails Community while recognizing the significant natural features of the area. The Fourteen Mile Creek Valley together with the heavily wooded area connecting to the Bronte Creek Provincial Park provides a unique opportunity for the development of a new community. The community will provide for a range and mix of housing types complemented by parks, natural areas and schools. The land use policies and road configurations are intended to integrate with the lands to the east. The following goal statements shall apply:

- to provide for the orderly development of a new residential community which complements the mix of uses and densities planned for the West Oak Trails Community to the east.

- to respect the natural features of the area, and use them to enhance the visual amenities and recreational opportunities within the new neighbourhood.
- to maintain the function of significant topographical features and natural environmental resources including woodlots, habitat and watercourses with associated valley systems.
- to provide an appropriate range and mix of housing forms and densities, having regard for adjacent uses.
- to allow for the effective use of commercial and community uses planned for in West Oak Trails and the Palermo area.
- to provide for an interconnected system of public streets, parks and open spaces and trails to encourage pedestrian movement through the community.
- to create an internal street system which fosters the safe and efficient circulation of all vehicular and non-vehicular traffic, and provide a logical extension of collector road.
- to create an urban form which is amenable to effective transit provision.
- to identify appropriate school sites and opportunities for other community services to serve the needs of the new residents.

c) Residential

The Palermo West Community is anticipated to have a maximum mature state residential population in the order of 3,200 persons.

It is expected that the following approximate mix of densities will be found in the Palermo West Community:

Low Density 55%

Medium/High Density 45%

The boundaries of the respective residential density designation and the alignment of the streets on Figure "R" may be modified to a reasonable degree in the interest of achieving a desirable urban design pattern without amendment to this Plan, provided the aggregate land areas of each density remain as shown of Figure "R".

From Bronte Road to Bronte Creek Provincial Park, an open space strip consisting of the 18-metre wide Inter-Provincial Pipeline easement shall be provided.

Direct automobile access to residential uses from collector streets and local streets will be allowed. Treatment of access to the street from individual lots shall be given careful design consideration in order to maintain pedestrian safety and comfort.

To ensure suitable separation, landscaping, screening, streetscape aesthetics, safety and noise attenuation measures between residential development and Dundas Street and Bronte Road, a 15 metre landscaped buffer area, adjacent to the right-of-way, will be required. The form, nature, extent and ownership of the buffer shall be subject to review by the Town and the Region of Halton and shall allow for convenient pedestrian movement along and access to these roads, particularly at transit stops and intersections. Where low density residential development abuts the 15 metre buffer along arterial roads, reverse lots will be permitted.

High quality architectural design, landscaping and control of parking locations, subject to approval by the Town, will be employed to ensure attractive frontage along Dundas Street and Bronte Road.

i) Residential Low Density

The Residential Low Density designation shall permit single detached dwellings, semi-detached dwellings and accessory apartments where appropriate. Other forms of low density housing may be considered where neighbourhood compatibility can be demonstrated to the satisfaction of the Town. Their acceptability will be evaluated in terms of natural vegetation, lot frontages and areas, building height, coverage, mass, setbacks, privacy and overview. Development will be permitted at a maximum of 25 units per site hectare.

In addition, notwithstanding the provisions of this section, elementary schools shall be a permitted use in the Residential Low Density designation.

ii) Residential Low Density – Special

The Residential Low Density Special designation shall permit single detached dwellings, semi-detached dwellings and townhouses. Other forms of low density housing may be considered. Development will be permitted at a minimum of 85 units for the lands south of the pipeline easement. No maximum number of units will be identified.

In addition, notwithstanding the provisions of this section, elementary schools shall be a permitted use in the Residential Low Density – Special designation.

iii) Residential Medium Density

The Residential Medium Density designation shall permit multiple-attached dwelling types such as townhouses, stacked townhouses, duplexes, triplexes, and quadraplexes. Development will be permitted within a general range of density from 22 to 55 units per site hectare. Detached and semi-detached dwellings will be allowed within this designation, provided the density falls within the density range specified for Residential Medium Density.

In addition, notwithstanding the provisions of this Section, long term care facilities shall be a permitted use in Residential Medium Density designations.

iv) Residential High Density

The Residential High Density designation shall permit housing in the form of multiple-attached dwelling types such as townhouses and stacked townhouses, apartments and other similar housing forms. The density will range from 40 to 128 units per site hectare.

In addition, notwithstanding the provisions of this section, long-term care facilities shall be a permitted use in Residential High Density designations.

d) Institutional

i) General Policies

The primary institutional uses envisioned for the Palermo West Community are elementary schools, places of worship, day care centers, and community recreation facilities. Other institutional uses may be permitted within the residential area of this community subject to the applicable policies of the Official Plan.

Any vacant site designated for a school or other institutional uses may be used for other community scale institutional uses without amendment to the Plan. Any such site may also be utilized for low density residential purposes without amendment to this Plan, however, an appropriate amendment to the Zoning By-law will be required.

ii) Schools

The Palermo West Community provides for a separate elementary school. The separate elementary school site is located west of Fourteen Mile Creek, on the east side of the north-south collector road, as shown on Figure 'R'.

iii) Places of Worship

Places of worship shall be permitted in the 'Residential High Density' and 'Residential Medium Density' designations of the Plan, subject to the provisions set out below.

Places of Worship shall be located at the intersections of major collectors or along arterials in order to provide visibility, accessibility and proximity to potential public transit.

These locational criteria acknowledge the multi-functional character of places of worship, many of which are active in providing services of a community nature.

Parking for places of worship shall generally be located at the rear of the building.

iv) Recreation and Library Facilities

Parks may accommodate buildings for recreational, cultural and/or library facilities.

v) Other Civic Uses

Specific sites for police, fire and ambulance service are not expected to be required within the community. However, if, in the future, additional sites are required, they may be provided without amendment to this Plan.

Day care facilities may be located within all of the land use designations within the community other than parks and natural areas.

e) Greenland Policies

i) Natural Area

Where the lands are designated 'Natural Area' on Figure 'R', they are more specifically designated as 'Valley Lands/Watercourse' on Figure 'F1'. The policies contained within Part D, Section 4 of the Official Plan pertaining to each designation are intended to apply, unless otherwise noted.

Where lands are designated 'Parkland' on Figure 'R', it is the intent of this Plan to preserve the woodlot essentially in its natural state.

Natural Areas and Parklands may be traversed by trail systems, which effect linkages within and beyond the Community.

The ultimate boundary of the stormwater management ponds on the lands may be adjusted to reflect the actual delineation of the pond without amendment to this plan.

ii) Parkland

The parkland areas accessible to the Palermo West Community will provide both for passive and active recreation.

The Palermo West Community will contain three Woodlot parks. Trails linking parks, schools and natural areas will be an important component of the community recreational assets.

iii) Pipeline Corridor

The Palermo West Community is traversed from west to east near its mid point by an easement accommodating a pipeline owned by Trans Canada Pipelines.

Subject to approval by the Town and the pipeline operator, the corridor easement may be used for open space purposes and a trail connecting the Palermo West Community with the West Oaks Trails Community to the east.

Adjacent development will be required to recognize the constraints associated with this utility.

f) Transportation Corridors and Circulation

i) General Policies

The system of circulation in Palermo West Community is organized on a Collector road system running north-south and east-west.

The phasing of development will be arranged to ensure that the road system will be built in a sequence which accommodates safe and convenient vehicular circulation, facilitates efficient transit service, and provides access to non-residential uses which serve the residential areas.

The proposed system is intended to be flexible in terms of specific alignments of the collector roads shown. Those alignments may be modified to a reasonable degree in the interest of achieving desirable and appropriate roadway geometrics, woodlot protection, urban design and subdivision patterns.

In order to provide a transportation system that encourages travel by all modes (vehicular, transit, bicycle and pedestrian), the local road networks associated with plans of subdivision shall allow for interconnection with the arterial and collector

road system, particularly where signalized intersections will afford linkages to adjacent areas.

This transportation system shall be developed to provide suitable opportunities for local transit routing and bicycle and pedestrian access throughout the community.

A Traffic Calming Plan shall be developed and implemented at each phase of development.

Notwithstanding Figure 'E' Transportation, and Part C, General Policies, Table 1, Functional Classification of Roads in the Town of Oakville Official Plan, the following shall replace the "typical right-of-way width" for the Palermo West Community area:

- Collector Roads: 23 – 26 metres; 30 metres where there are entrances with boulevards
- Local Streets: 16 – 20 metres; 26 metres where there are entrances with boulevards

ii) Public Transit Opportunities

The transportation system shall provide the basis for convenient public transit routing.

Phasing will ensure that the internal collector roads will be in place in order to accommodate convenient movement by public transit at the earliest practical point in the development of the community.

Transit ways on exclusive right-of-way and/or high occupancy vehicle lanes may be provided on:

- Dundas Street (Regional Road 5)
- Bronte Road (Regional Road 25)

Transit ways on designated lanes may be configured as either outside bus lanes or median bus lanes. The requirement for permanent or peak period/peak direction designation of bus

and/or high occupancy vehicle only privileges will remain flexible until feasibility and service levels can be assessed.

Within the community, transit service shall be permitted only on internal collector roads except as may be required for temporary looping.

iii) Pedestrian and Bicycle Transportation

The road system will serve the needs of pedestrians and bicyclists in addition to automobiles. Bicycling and walking constitute important alternative modes of transportation within the community and shall be considered in the context of its physical development.

Cycle ways may be integrated into the collector street system servicing the community. Links to adjacent areas to the east and north shall be sought.

g) Services

i) General Policies

Development of the Palermo West Community shall be on the basis of full urban wastewater collection and potable water distribution facilities.

The cost of extending services to facilitate development of the Palermo West Community, including any expansion of the wastewater and water treatment facilities shall be borne by the benefiting landowners, in accordance with the provisions of the *Development Charges Act*, the Region of Halton's Development By-Law, and the financing policies and the servicing plans developed by the Region of Halton and the Town.

Prior to development occurring in each phase, a Functional Servicing Plan shall be approved. This study will demonstrate how sanitary sewer, water and storm sewer services will be extended into the new phase area and to ensure that all properties in the community can be developed. As individual properties develop, servicing of the land will be completed consistent with the Functional Servicing Plan.

ii) Utilities and Easements

All local power and telephone lines and other cable services to serve the development in the Palermo West Community shall be located underground, where feasible.

All underground services shall be permitted in any land use designation in the Palermo West Community, including any Natural Area and Park designation.

The Region of Halton Upper Middle Road Reservoir and Pumping Station is located at the southern end of the area, adjacent to the Hydro right-of-way.

An 18 metre wide pipeline easement is located within the Palermo West Community, the TransCanada Pipeline easement, and may be part of the public open space system and used as part of the trail network.

An above ground hydro transmission corridor traverses the south-eastern corner of the Palermo West Community, just north of Upper Middle Road. Wherever the corridor remains, it shall be incorporated into the open space system, if practicable.

iii) Stormwater Management

The Palermo West Community is roughly bisected by the Main Branch of Fourteen Mile Creek.

The Fourteen Mile Creek Main and West Branches Subwatershed Plan outlines the applicable stormwater management criteria and objectives and identifies the approximate size and possible location of stormwater management facilities.

Individual plans of subdivision will be reviewed in conjunction with the overall concept and objectives of the Subwatershed Plan.

Stormwater Management facilities including water controls shall be in accordance with the objectives and criteria of the Fourteen Mile Creek Main and West Branches Subwatershed Plan as well as the Town of Oakville Storm Drainage Criteria manual and will consist of storm sewers and surface drainage

routes directing flows to Stormwater Management Ponds providing quality and quantity controls.

Where permanent facilities required to service the full subwatershed as determined in the Subwatershed Study are to be located outside the area of application for draft subdivision approval, development of the subdivision may be delayed until required facilities are built. The applicant may provide, subject to approval by the Town and Halton Region Conservation Authority, interim water quality control and stormwater management for that subdivision on the same property. Such facilities will be of a temporary nature and will not be an alternative to optimum water quality and stormwater management as identified in the Subwatershed Study.

A functional drainage report shall be prepared for each development site prior to the approval of individual development applications to the satisfaction of the Town of Oakville and the Halton Region Conservation Authority. The functional drainage report shall address the specific design, construction, operation, and phasing of stormwater management and other drainage works.

Where the existing watercourses are sufficiently wide to carry storm flows, there will be no reconstruction of these areas, except for erosion control and water quality maintenance measures to the satisfaction of the Town of Oakville, the Halton Region Conservation Authority and the Ministry of Natural Resources.

Where the watercourse is not sufficiently wide or deep to accommodate storm flows and to ensure water quality, reconstruction of the watercourse may be acceptable, subject to the recommendations of the Fourteen Mile Creek Main and West Branches Subwatershed Plan, January 2002.

All alterations to the existing channels must convey the Regulatory Storm flows, meet flood storage requirements, and be designed to the satisfaction of the Town of Oakville, the Halton Region Conservation Authority, and other appropriate public agencies.

h) Implementation

i) General Policies

This Community Plan shall be implemented by the powers conferred upon the municipality by *the Planning Act*, the *Municipal Act*, the *Conservation Lands Act* and other applicable statutes.

ii) Conditions of Development

Notwithstanding any other provision of this Plan, prior to any new development, other than expansions of existing uses, receiving final approval in the Community Plan area the following conditions must be met:

- Full urban services and utilities are committed to be in place and operative prior to or coincident with occupancy and use of the land, except as otherwise approved;
- Any transportation facilities required to accommodate the development are committed to be in place and operative prior to or coincident with occupancy and use of the land;
- Storm drainage facilities approved by the municipality are committed to be in place and operative prior to or coincident with the occupancy and use of the land;
- An archaeological assessment of the land, if required, has been conducted;
- The municipality is satisfied that the cost sharing by the benefiting landowners towards the provision of transportation, wastewater, water, stormwater, and other identified infrastructure needs are secured in accordance with municipal and regional policies and the provisions of the *Development Charges Act*.

iii) Zoning By-Law

The zoning by-laws for this area may include provisions for bonusing and holding zones where deemed appropriate and where they are in accordance with Part F, Section 1.3(b) of the Official Plan and with the provisions of the *Planning Act*.

In all residential zones, holding zones may be applied pending execution of the Subdivision Agreement.

The area east of the Fourteen Mile Creek, and south of the pipeline easement may be affected by the ultimate alignment of Bronte Road. Accordingly, these lands may be subject to a holding zone until such a time as the final alignment has been determined.

iv) Plans of Subdivision

The Plan area is subject to subdivision control and part lot control.

Only those plans of subdivision shall be recommended for approval which:

- Conform with the policies and designations of this Plan;
- Can be provided with adequate services and facilities as required by this Plan;
- Are not premature and are in the best interest of the municipality.

v) Consents for Severances

The preference is that development shall generally take place by plan of subdivision. Consents shall generally be permitted:

- For technical or legal purposes; or,
- Where the municipality is satisfied that the consent will not prejudice the ultimate subdivision of the land;
- In case of part lot control.

vi) Greenland Implementation Policies

Areas designated for Greenland purposes include land in the following designations:

- Natural Areas

- Parkland

The watercourse valley from stable top-of-bank shall be conveyed or otherwise dedicated to the municipality for conservation and open space purposes, including, where appropriate, trails and storm water management work.

A 7.5 metre buffer adjacent to the stable top-of-bank shall be conveyed or otherwise dedicated to the municipality. In the constrained area between the Main and West branches of the Fourteen Mile Creek Valley, south Dundas Street, the buffer may be reduced to a minimum of 3.0 metres, subject to approval by the municipality. No development shall be permitted within the valley or within 7.5 metres of the stable top-of-bank except for compatible recreation uses, essential public works and utilities.

The minor watercourse traversing the south-west quadrant of the neighbourhood shall be maintained as a 24 metre wide open channel.

Lot lines abutting the Parkland shall follow the agreed upon drip-line. Setbacks for structures in yards abutting Parkland are to be incorporated within the zoning by-laws for this area and protected through the implementation of Conservation Easements, under the *Conservation Lands Act*. The zoning by-laws shall also limit the uses and activities within the Conservation Easements.

All efforts shall be made by the Town to acquire the land in these designations in accordance with the policies of this Plan, through such mechanisms as the use of the bonus provisions of the *Planning Act*, parkland dedication provisions of the *Planning Act*, and the purchase of land.

vii) Parkland Implementation Policies

As a condition of development or redevelopment of land, parkland dedication shall be calculated at a rate of 1 hectare of land per 300 dwelling units, subject to the provisions of the *Planning Act*.

Further, in order to maximize the municipality's ability to acquire the land in the parkland designations, the municipality may at its discretion:

- Request cash payment in lieu of land for parkland with such payments to be used for park or other public recreational purposes elsewhere in the Community Plan area;
- Exchange land within the Community Plan area; and,
- By negotiation of terms deemed mutually acceptable by the landowner(s) concerned.

i) Definitions

Area definitions for residential development:

- Site – includes: residential lots or blocks, parkettes and local roads. In the case of development or redevelopment any public land required to be dedicated or conveyed shall not be included for the purpose of calculating the site hectarage.

1.12 PALERMO VILLAGE CENTRE COMMUNITY – FIGURE “S”**1.12.1 GENERAL**

a) Location

The Palermo Village Centre is generally bounded by Dundas Street to the north, tributaries of Fourteen Mile Creek to the east and west, and the TransCanada Pipeline to the south. The lands south of the TransCanada Pipeline, between the existing Bronte Road and the Bronte Road By-pass are also included. The boundaries of this Secondary Plan Area are identified on Figure “S”.

b) Evolution of the Centre

The Palermo Village Centre will be developed over a number of years, and the initial development may evolve into more intensive development in subsequent phases. As in other areas of the Town of Oakville, the Palermo Village Centre will be influenced by changing economic, social and demographic conditions. Development in the Centre will respond to these influences.

The policies of this Plan will enable the Town of Oakville to review development applications in the context of a comprehensive development strategy well into the future. Development and implementation policies are to be flexible to permit change over time, while achieving minimum levels of appropriate development.

c) Land Use Concept

This Plan sets out the long-term planning objectives and broad development framework for the area, within which the detailed site-specific layout and zoning controls will be prepared and designs for infrastructure, access road and transit development will be detailed.

The proposed land uses may be subject to minor adjustments in the detailed design and zoning stage.

d) Development Framework

The Palermo Village Centre is to be a “Secondary Transit Node”, with an emphasis on commercial and residential development. It is also anticipated that this area will have a significant civic and public presence with various government, institutional, cultural, recreational and public open space uses.

Mixed-use development will be encouraged in the Centre. Residential uses with a range of densities will constitute a major component of this Plan. Generally, higher densities will be accommodated adjacent to the Bronte Road By-pass, existing Bronte Road, and along Dundas Street. Lower density forms of housing will be located at the south and east edges of the Centre to provide an appropriate transition to the planned adjacent low density residential neighbourhoods.

It is an objective of the Town that the Palermo Village Centre accommodate a minimum of 5,200 people, with the very long-term objective of an even greater population intensity, together with appropriate retail shopping opportunities and community facilities for the resident population, both within and adjacent to the Centre. It is expected that within the first ten years, the Centre may achieve only a portion of the anticipated development potential, and that full build out will not be achieved until well beyond the twenty year time horizon of this Plan.

1.12.2 PLANNING AND DESIGN OBJECTIVES

The development of the Palermo Village Centre will strive to achieve the following objectives:

- a) Urban Structure
 - i) To provide a focus and sense of place for the residential communities located primarily in the north-west part of the Oakville urban area.
 - ii) To facilitate the development and redevelopment of the Palermo Village Centre in a comprehensive manner.
 - iii) To promote the evolution and growth of the Palermo Village Centre as a focal point of development according to Oakville's existing and planned urban structure.
 - iv) To ensure that the long-term objectives of the Town in establishing the Palermo Village Centre as a "Secondary Transit Node" are maintained and protected, while allowing individual projects to proceed in a timely manner.

b) Urban Design

- i) To encourage interesting and innovative urban design and built form.
- ii) To ensure that new developments are physically compatible and respect existing conditions and historic buildings.
- iii) To establish and confirm the details of all new development and redevelopment through the preparation of implementing plans of subdivision or condominium, zoning by-laws, agreements and site plans.
- iv) To provide attractive streetscapes through attention to the design of the public realm, built form, and the relationship between private development and public areas.
- v) To create an urban centre with a strong coherent urban image and a highly developed civic streetscape appearance at a human scale. In this regard, the following urban design objectives will be considered:
 - creation of a year-round, day and night active urban centre;
 - creation of a strong identifiable civic image;
 - creation of pedestrian and vehicular linkages between surrounding communities and the Palermo Village Centre;
 - creation of a clearly defined "Main Street" concept with commercial development clearly oriented to the existing Bronte Road;
 - creation of an accessible park network integrated with other uses, which includes parks, parkettes and squares, all connected by the pedestrian-scaled street system;
 - creation of an attractive and varied housing environment;
 - creation of streets and public spaces that have been defined by surrounding built form; and,
 - encouragement of pedestrian circulation along streets and in parks, which are to be designed to facilitate comfortable pedestrian movement in an interesting, active and well

designed civic realm.

- c) Environment and Open Space
 - i) To protect, to the extent possible, the ecological health and integrity of the existing woodlots and stream corridors.
 - ii) To establish components of the open space network within the Palermo Village Centre that will connect with the broader open space and greenlands network in the Town.
- d) Infrastructure
 - i) To identify an appropriate site for the location of a transit hub.
 - ii) To establish and maintain a road system that provides high levels of accessibility and mobility to all users including automobiles, trucks, buses, cyclists and pedestrians and which operates at satisfactory levels of safety, efficiency and reliability.
 - iii) To establish road and transit systems which complement and support Oakville's urban structure and land use patterns.
 - iv) To provide for continuous walkway and bike path systems to link public open spaces, residential areas, commercial areas, schools, recreational and transit facilities.
 - v) To reserve and protect future major roadway and transit rights-of-way.
 - vi) To encourage travel demand management practices and the increased utilization of public transit facilities and services in order to reduce traffic congestion, energy costs and pollution and to foster greater efficiency in the operation of the overall transportation system.
 - vii) To plan well in advance, in cooperation with Halton Region, for capital expenditures to ensure that infrastructure improvements are carried out at the appropriate time to promote the development of the Palermo Village Centre.
 - viii) To plan for the improvement or extension of water, stormwater and sewer services to accommodate development as it occurs throughout the Palermo Village Centre.

1.12.3 DEVELOPMENT PLAN

The Palermo Village Centre is intended to become a centre of commercial and residential activities within the Town of Oakville and the Region of Halton. The following outlines the requirements and planning parameters for housing, commercial, retail, social and community facilities which will meet the needs of the population:

a) Land Use Designations

- i) The Palermo Village Centre Plan includes the following eight land use designations, which are distributed as shown on Figure "S":
 - Mixed Use 1;
 - Mixed Use 2;
 - Residential Medium Density;
 - Residential High Density;
 - Institutional;
 - Parkland;
 - Natural Area; and,
 - Natural Area Requiring Further Study.
- ii) There is also an "Elementary School" overlay designation that identifies potential school sites, while recognizing an underlying development designation, should either of the identified school sites not be required for the development of a school.

b) Residential Component

- i) Population - It is an objective of the Town that the Palermo Village Centre accommodate at least 5,200 people.
- ii) Residential Density - Residential development will be distributed as shown on Figure "S", and by the following land use designations:
 - Mixed Use 1 – residential density shall range from 100 to 185 units per site hectare;

- Mixed Use 2 - residential density shall range from 50 to 100 units per site hectare;
 - Residential Medium Density - residential density shall range from 35 to 60 units per site hectare; and,
 - Residential Low Density - residential density shall range from 15 to 40 units per site hectare.
- iii) Elementary School Sites – As noted, two potential Elementary School sites are identified symbolically and as overlay designations on Figure “S”. Development yields have assumed that these sites are developed as schools.
- c) Commercial Component
- i) Commercial Development Yields - Commercial Development, including retail uses, office, institutional and community use space, may be distributed among the following land use designations, as identified on Figure “S”:
- Mixed Use 1 – expected to yield up to, but not limited to, 69,000 square metres of retail space, and up to 17,000 square metres of office, institutional and community use space; and,
 - Mixed Use 2 - expected to yield up to, but not limited to, 8,000 square metres of service retail and small-scale office, in primarily residential building space.
- d) Parkland/Natural Features
- i) The Palermo Village Centre includes a tributary of Fourteen Mile Creek, two woodlots and a variety of open space features, including neighbourhood parks, parkettes, squares and smaller open space linkages.

1.12.4 LAND USE POLICIES

1.12.4.1 General Policies

- a) The Palermo Village Centre is intended to become a highly desirable mixed use area, focused on commercial and residential land uses.

The policies of this Section of the Plan refer to Figure “S”, which identifies the applicable land use designations.

- b) The following urban design policies shall be applied to development in all designations within the Palermo Village Centre Plan Area. The Town may, at its discretion, exercise some flexibility in the application of these policies, provided the main elements of the policies are maintained.

Built Form

- i) Buildings should be designed to front adjacent streets and to provide interest and comfort at ground level for pedestrians. In instances where through or corner lots are provided, buildings should be designed so that the elevations facing a street are appropriate, or that appropriate landscaping is provided to mitigate the visual impact of rear and side building elevations.
- ii) Loading areas are not considered appropriate in any yard facing a street, unless they can be adequately screened from view, to the satisfaction of the Town.
- iii) Parking lots are to be carefully sited to minimize visibility from adjacent streets.
- iv) If the school sites are developed for schools, care should be taken to ensure that school buildings, bus loading, parking and play areas are designed to make a positive contribution to the streetscape.
- v) In this Plan, where density figures and/or a Floor Space Index are provided, they are intended on a “per net hectare” basis. This means that density is to be calculated on the basis of actual developable land area, less lands dedicated or conveyed for any public use.

Streets

- vi) The street and block pattern should establish a broad range of lot sizes.
- vii) Streets should be designed to accommodate vehicular circulation, and where appropriate, transit routes, while

promoting increased pedestrian and cyclist use as the area grows and matures.

- viii) Only major streets are defined on Figure "S". Adjustments to the designated road pattern may be permitted without an Amendment to this Plan if the fundamental concepts of maximum continuity and connectivity are maintained and the changes do not negatively affect the overall transportation network.
- ix) Streets should generally be designed to accommodate sidewalks, bike paths or lanes, street trees, street furnishings and on-street parking.
- x) Transit stops should be located near key intersections, with a transit hub located near the intersection of Dundas Street and the Bronte Road By-pass (as indicated symbolically on Figure "S").

Pedestrian Realm

- xi) Squares, parkettes and open space linkages should be distributed throughout the area. These facilities should, wherever possible, be linked together and connected with the broader Oakville open space network.
- xii) Pedestrian amenity should be enhanced along all roads, and especially at key intersections and at transit stops.
- xiii) Maximum building heights and maximum net development densities are specified in the policies of this Plan.

1.12.4.2 Mixed Use 1 Designation

a) Description

The "Mixed Use 1" designation represents the key development area within the Palermo Village Centre. It is the intent of this Plan to establish a lively and active mixed use district at this location.

Development in this area includes single use and mixed use developments characterized by high quality design standards. Development related and scaled to the pedestrian is required on all lands within this designation.

The amount of development potential within the "Mixed Use 1" designation provides the opportunity for the achievement of a substantive urban centre with market synergies existing among the various uses. In addition, the order of magnitude is sufficient to create an identity for this area that will set it apart from other areas in Oakville.

b) Permitted Uses

The "Mixed Use 1 " designation permits:

- i) Street, block and stacked townhouses and residential apartments
- ii) A broad variety of retail activities, excluding individual retail uses in buildings in excess of 6,000 square metres in size
- iii) Service commercial uses, hotels and restaurants
- iv) Offices
- v) Public and commercial sports and recreation facilities
- vi) Public and institutional uses, including hospitals and/or other public health facilities, a transit hub, places of worship, cemeteries, and all types of special housing
- vii) Cultural, entertainment and social facilities
- viii) Non-profit clubs and organizations
- ix) Public, private and commercial education facilities
- x) Community facilities such as schools, libraries, day care facilities, public parking facilities, parks, squares and open space linkages
- xi) Public utilities

c) Policies

- i) The residential density range is from 100 to 185 units per site hectare.

- ii) Mixed use and stand alone residential and office developments shall be permitted to have a maximum Floor Space Index of up to 4.0. Stand alone retail uses shall be permitted a maximum Floor Space Index of 0.75.
- iii) The maximum height for any building within the "Mixed Use 1" designation shall be 8 storeys, or 25 metres, whichever is less. Corner sites shall be permitted to have building heights up to 10 storeys, or 32 metres, whichever is less.
- iv) The maximum portion of any lot that may be used for surface parking shall be approximately 50 percent. Structured parking is preferred, and additional lot coverage for buildings may be considered if at least 75 percent of the required parking is provided in underground garages or in decked structures.
- v) Properties used primarily for the provision of parking, such as public parking facilities, may use up to 75 percent of the lot for parking, and must include appropriate landscaping, to the satisfaction of the Town.
- vi) One of the identified elementary school sites includes lands that may otherwise be developed under the "Mixed Use 1" designation. If the identified portion of this school site is not purchased by a School Board, it may be developed by the owner under the policies of the underlying land use designation identified on Figure "S", without the need for a further Amendment to this Plan.
- vii) In addition to the urban design policies identified in this Plan, the following shall be considered for development within the "Mixed Use 1" designation, to the satisfaction of the Town:
 - Development shall address the street such that a pedestrian friendly street environment is created, including buildings close to the street and the incorporation of squares. The implementing zoning by-laws will establish appropriate set backs, or build-to lines for development;
 - New development should be designed to be sensitive to heritage buildings. Wherever possible, heritage buildings shall be maintained and integrated with new development;
 - It is anticipated that parking will ultimately be provided in underground or deck structures and surface parking will be

restricted. The visibility of at grade parking lots from the street shall be minimized. Implementing zoning by-laws may restrict the development potential of properties where surface parking is included on the site and will regulate the size, location and screening of surface parking lots;

- Streets should generally be designed to provide high levels of pedestrian amenity while providing adequate accommodation for transit vehicles, cars, service vehicles and bicycles, as well as on-street parking;
- The existing Bronte Road shall be transformed to reflect a multi-purpose “Main Street” which is a pedestrian oriented place, but that also provides access to adjacent uses. Further, opportunities for street parking and off-peak shared parking within this area will be considered, subject to evaluation by the Town;
- Development adjacent to the Bronte Road By-pass and Dundas Street will need to be carefully designed to present an appropriate facade and/or landscape treatment to these arterial roads, as well as to the internal roads that are to be the focus of pedestrian amenity;
- Rear lot parking lots on adjacent properties shall, where possible, be linked together creating a comprehensive parking facility. Reduced parking standards, based on shared parking for mixed uses and linked parking lots may be considered through the implementing zoning by-law;
- The pedestrian realm, including sidewalks, should form a connected system of optional routes to, from and within this area; and,
- Pedestrian sidewalks shall be comfortable public environments which shall have appropriate standards of landscaped areas, paving, street trees, and other appropriate street furniture.

viii)A telecommunication cabinet is identified symbolically on Figure “S” within the “Mixed Use 1” designation between the Bronte Road By-pass and the existing Bronte Road, south of Pine Glen Road. The exact size and location of the easement required by the applicable telecommunication company for this facility will be determined to the satisfaction of the applicable telecommunication

company and the Town, through the review of development applications.

1.12.4.3 Mixed Use 2 Designation

a) Description

The "Mixed Use 2" designation represents a lower scale, mixed use area within the Palermo Village Centre. It is the intent of this Plan to establish the opportunity for live-work units and medium density house forms within this designation.

Development in this area includes single use residential buildings and mixed use/live-work developments characterized by high design standards. The visual attractiveness and consistent image of the area is of prime importance. Development related and scaled to the pedestrian is required on all lands within this designation.

The amount of development potential within the "Mixed Use 2" designation provides the opportunity to support the "Secondary Transit Node" concept that is focused on the "Mixed Use 1" designation with additional residential development and compatible opportunities for medium density housing and small scale office and service commercial uses. The "Mixed Use 2" designation is intended as a buffer between the larger scale uses of the "Mixed Use 1" designation and the adjacent medium density residential neighbourhoods.

b) Permitted Uses

The "Mixed Use 2" designation permits:

- i) Street, block and stacked townhouses, low-rise residential apartments and live-work units
- ii) Small scale service commercial uses, that are a contiguous component of a live-work unit
- iii) Small scale office uses, that are a contiguous component of a live-work unit
- iv) All types of special housing
- v) Cultural and social facilities

- vi) Community facilities such as schools, parks, squares and open space linkages
 - vii) Public utilities
- c) Policies
- i) The residential density range is from 50 to 100 units per site hectare.
 - ii) The maximum height for any building within the “Mixed Use 2” designation shall be 6 storeys, or 20 metres, whichever is less.
 - iii) The maximum portion of any lot that may be used for surface parking shall be approximately 50 percent. Structured parking is preferred, and additional lot coverage for buildings may be considered if at least 75 percent of the required parking is provided in underground garages or in decked structures.
 - iv) Properties used primarily for the provision of parking, such as public parking facilities, may use up to 75 percent of the lot for parking, and must include appropriate landscaping, to the satisfaction of the Town.
 - v) In addition to the urban design policies identified in this Plan, the following shall apply to development within the "Mixed Use 2" designation:
 - Development shall address the street such that a pedestrian friendly street environment is created, including buildings close to the street and the incorporation of squares. The implementing zoning by-laws will establish appropriate set backs, or build-to lines for development;
 - Parking is encouraged to be provided in rear yards or underground. Implementing zoning by-laws will regulate the amount, location and screening of surface parking lots;
 - Streets should be designed to provide high levels of pedestrian amenity while providing adequate accommodation for transit vehicles, cars, service vehicles and bicycles, as well as on-street parking;
 - Rear yard parking lots on adjoining properties shall, where possible, be linked together creating a comprehensive parking

facility or a private or condominium lane. Reduced parking standards, based on shared parking for mixed uses and linked parking lots may be considered in the implementing zoning by-law;

- The pedestrian realm, including sidewalks, should form a connected system of optional routes to, from and within this area; and,
- Pedestrian sidewalks shall be comfortable public environments which shall have defined standards of landscaped areas, paving, street trees, and other appropriate street furniture;

1.12.4.4 Residential Medium Density Designation

a) Description

Much of the Palermo Village Centre is designated for “Residential Medium Density” uses. It is the intention of this Plan that these neighbourhoods shall be developed in a manner consistent with other similar medium density neighbourhoods found throughout the Town.

b) Permitted Uses

The "Residential Medium Density" designation permits:

- i) Street, block and stacked townhouses, low-rise residential apartments, duplexes, detached (small lot) and semi-detached dwellings
- ii) All types of special housing
- iii) Cultural and social facilities
- iv) Community facilities such as schools, parks, parkettes, squares and open space linkages
- v) Public utilities

c) Policies

- i) The residential density range is from 35 to 60 units per site hectare.

- ii) The maximum height for any building within the “Medium Density” area shall be 4 storeys, or 14 metres, whichever is less.
- iii) Both of the identified elementary school sites include lands that may otherwise be developed under the “Residential Medium Density” designation. If the identified portions of these school sites are not purchased by a School Board, it may be developed by the owner under the policies of the underlying land use designation identified on Figure “S”, without the need for a further Amendment to this Plan.
- iv) In addition to the urban design policies identified in this Plan, the following shall be taken into consideration for development within the "Residential Medium Density" designation:
 - Development shall address the street such that a pedestrian friendly street environment is created, including buildings situated close to the street and the incorporation of squares, parkettes and open space linkages. The implementing zoning by-laws will establish appropriate set backs, or build-to lines for development;
 - Streets should generally be designed to provide high levels of pedestrian amenity while providing adequate accommodation for transit vehicles, cars, service vehicles and bicycles, as well as on-street parking;
 - Rear yard parking areas on adjoining properties shall be linked together by a private or condominium lane;
 - The pedestrian realm, including sidewalks, should form a connected system of optional routes to, from and within this area; and,
 - Pedestrian sidewalks shall be comfortable public environments which shall have defined standards of landscaped areas, paving, street trees, and other appropriate street furniture.

1.12.4.5 Residential Low Density Designation

a) Description

The “Residential Low Density” designation is intended as a transition from the planned residential neighbourhoods outside of this

Secondary Plan Area to the higher intensity forms of development included within the Palermo Village Centre Plan.

b) Permitted Uses

The "Residential Low Density" designation permits:

- i) Detached (small lot) dwellings, semi-detached dwellings, duplexes, and similar types of dwellings, all with direct frontage on, and access to, a public street. Street townhouses shall also be permitted within the Residential Low Density designation located west of the storm drainage channel (natural area designation).
- ii) Other forms of low density housing including accessory apartments may be considered where neighbourhood compatibility can be demonstrated in terms of natural vegetation, lot frontages and areas, building height, coverage, mass, setbacks, privacy and overview
- iii) Public utilities

c) Policies

- i) The residential density range is from 15 to 40 dwelling units per site hectare.
- ii) In addition to the urban design policies identified in this Plan, the following shall apply to development within the "Residential Low Density" designation:
 - Development shall address the street such that a pedestrian friendly street environment is created, including buildings close to the street and the incorporation of parkettes and open space linkages. The implementing zoning by-laws will establish appropriate set backs, or build-to lines for development;
 - Streets should generally be designed to provide high levels of pedestrian amenity while providing adequate accommodation for cars, service vehicles and bicycles, as well as on-street parking. Some streets may be required to accommodate transit vehicles;

- The pedestrian realm, including sidewalks, should form a connected system of optional routes to, from and within this area; and,
 - Pedestrian sidewalks shall be comfortable public environments which shall have defined standards of landscaped areas, paving, street trees, and other appropriate street furniture.
- iii) A stormwater management pond is identified symbolically within the “Residential Low Density” designation in the southeast portion of the community, adjacent to the TransCanada Pipeline easement. The exact size and location of this facility will be determined, to the satisfaction of the Town and Conservation Halton, through the review of detailed subwatershed studies and development applications.

1.12.4.6 Institutional

a) Description

The “Institutional” designation recognizes the existing Town-owned cemetery located at the southeast quadrant of Dundas Street and future Grand Oak Trail.

b) Permitted Uses

The current, existing use of this property as a cemetery is the only permitted use.

c) Policies

Expansions to the existing land uses on this site may be permitted, without an interpretation or Amendment to the Plan, subject to the policies of Section 1.12.9, Interpretation, part b) Status of Existing and Previously Approved Land Uses of this Plan.

1.12.4.7 Parkland Designation

a) Description

The “Parkland” designation includes a variety of public park features, ranging from neighbourhood parks, village squares, street squares and parkettes connecting to the broader greenlands system of the Town. An urban centre is different than a suburban neighbourhood.

An urban centre typically requires smaller pieces of open space, distributed strategically throughout the district to enhance adjacent development. It is the intention of this Plan to promote open space features as key aesthetic and functional components of the anticipated higher intensity forms of development.

In recognition that the Palermo Village Centre is, by its intended urban character, different than adjacent suburban neighbourhoods, and the fact that traditional standards and requirements for parks and recreation planning may not be met within the Secondary Plan Area, the intent of the Town in dealing with public open space and associated facilities is as follows:

- i) The existing Palermo Park, which provides lit baseball facilities will be relocated in proximity to existing Bronte Road, north of Dundas Street, in conjunction with the construction of the Bronte Road By-pass.
- ii) The anticipated population of the Palermo Village Centre may, in the long-term generate the need for public recreational facilities in excess of the Centre's ability to accommodate them. The Town shall ensure that the need for public recreational facilities that cannot be accommodated within the Palermo Village Centre will be provided in other locations within the Town.
- iii) The anticipated unit yields within the Palermo Village Centre may, in the long-term generate an excess of public land through the application of the parkland dedication provisions of the *Planning Act* that cannot be accommodated within the Centre. As such, cash-in-lieu of parkland will be accepted, and the funds generated used to supply or enhance the park spaces that are provided within the Centre, as well as to supply or enhance the public recreational facilities that are to be provided in other locations within the Town. Some of the lands included in the Palermo Village Centre are subject to approved conditions of draft approval relating to parkland dedication and cash-in-lieu of parkland for plans 24T-01005, 24T-01006 and 24T-02002, which parkland conditions shall prevail where in conflict with this provision.
- iv) The functional design of each component of the open space network identified on Figure "S" will be appropriate for the nature and character of adjacent development. Squares are intended as formal spaces for passive recreation, in support of

the adjacent higher density, mixed use development. Larger sites are intended as gateways to the Palermo Village Centre, or as access points to the adjacent trails network and valley systems. These parks will include active recreation facilities, in keeping with the residential nature of surrounding development.

b) Permitted Uses

The “Parkland” designation permits:

- i) Parks, parkettes, squares and open space linkages
- ii) Active or passive indoor and outdoor recreational uses
- iii) Conservation uses
- iv) Cultural uses
- v) Public utilities

c) Policies

- i) All lands identified as “Parkland” on Figure “S” are to be owned by, retained by, or dedicated to, the Town of Oakville in accordance with Town policy and practice.
- ii) All new development will be required to dedicate parkland, or pay cash-in-lieu of a parkland dedication, in conformity with the requirements of the *Planning Act*.
- iii) The Town may acquire lands anywhere within the Palermo Village Centre for the purposes of establishing a park, parkette, square or open space linkage.
- iv) All parks, parkettes, squares and open space linkages shall be designed and built to the satisfaction of the Town.
- v) Parkland in the Palermo Village Centre will provide for both active and passive recreation.
- vi) Parkland will be located adjacent to Natural Areas wherever possible in order to extend the concept of open space development.

- vii) The Palermo Village Centre will contain two Neighbourhood Parks, one on each side of the community adjacent to a tributary of the Fourteen Mile Creek. A Village Square will be located adjacent to Pine Glen Road, west of Grand Oak Trail.
 - viii) A number of smaller Street Squares will be located along the existing Bronte Road. Parkettes and open space linkages will also be provided throughout the community.
 - ix) The exact size and extent of “Parkland” areas will be determined through the review of development applications.
 - x) The Town may consider areas for Street Squares as full or partial parkland dedication pursuant to Section 51.1 of the *Planning Act*.
- d) Definitions
- i) Neighbourhood Parks are defined in Part D, Section 4.1.2 a) ii) of this Plan. Each of the Neighbourhood Parks within the Palermo Village Centre generally shall be not less than 2.5 hectares in size.
 - ii) Parkettes are general use open space located adjacent to the trails network and valley systems, which provide access between the community and the broader open space and greenlands network in the Town. Parkettes generally range from 0.2 – 0.8 of a hectare in size.
 - iii) Squares are located along major pedestrian routes with high visual exposure and typically consist of passive open space and seating areas enhanced by shade structures or accent plantings. Two categories of squares are identified:
 - Village Square – generally not less than 0.6 of a hectare in size, a village square should serve as a focal point for the neighbourhood.
 - Street Square – generally not less than 0.15 of a hectare in size, a street square should serve as a transition area between the public and private realm.

1.12.4.8 Natural Area Designation

a) Description

It is intended that lands designated “Natural Area” serve to protect and enhance the natural ecosystem and to maintain biological diversity within Oakville. In this role, “Natural Area” shall contain one or more of the following natural features:

- i) Watercourses
- ii) Valleylands
- iii) Floodplains
- iv) Woodlots

b) Permitted Uses

Permitted uses in all “Natural Area” designations may include:

- i) Conservation areas
- ii) Forests that are subject to a management agreement
- iii) Wildlife and fisheries management areas
- iv) Essential public works including transportation, utility, watershed management and flood and erosion control facilities, to the satisfaction of the Town and Conservation Halton
- v) Passive recreation features such as trails, walkways, and bicycle paths
- vi) Natural interpretive centres
- vii) Municipal tableland woodlot parks, community link parks, and minor valley parks
- viii) Buildings accessory to permitted uses

c) Policies

General

- i) Public works shall be located outside “Natural Areas”, unless it is demonstrated that there is no reasonable alternative and then only if such works meet the requirements of the Official Plan.
- ii) New or expanded permitted uses which are not subject to the *Environmental Assessment Act*, shall be permitted provided that, as a condition of development approval:
 - an Environmental Impact Statement (EIS) is undertaken;
 - the use will not significantly impact any of the natural features or functions contained within the “Natural Area” designation; and alternative methods and measures for minimizing impacts have been considered.
- iii) Natural features classified as areas where no development is permitted shall be designated as “Natural Area”. Natural features classified as areas where development may be permitted shall be designated as “Natural Area Requiring Further Study” on Figure “S”. The “Natural Area Requiring Further Study” designation means that all or portions of the natural features will continue to exist, however, the areas may be subject to limited development as determined by an Environmental Impact Statement.
- iv) Development shall not be permitted on lands adjacent to a “Natural Area” designation or a natural feature described in this section if it significantly impacts the integrity of the feature or the ecological functions for which the feature is identified.
- v) The specific boundaries and appropriate buffers of a natural feature shall be identified through an Environmental Impact Statement, a natural features study or a subwatershed plan.
- vi) The Town shall cooperate with Halton Region, Conservation Halton, local interest groups, and neighbouring municipalities in the creation of a continuous, interconnected trail system within the “Natural Area” and “Parkland” designations.

- vii) The Town shall cooperate with Halton Region and Conservation Halton to identify, designate, protect, conserve and remediate newly identified and already identified natural features.
- viii) Any lands identified as “Natural Area Requiring Further Study” on Figure “S” may be owned by, retained by, or dedicated to, the Town of Oakville in accordance with Town policy and practice.

Valleylands

- i) Valleylands are included as part of the “Natural Areas” designation. The general location and boundaries of known Valleylands are indicated on Figure “S”.
- ii) The “Natural Area” designation generally delimits all lands within a valley, from stable top-of-bank to stable top-of-bank and all lands within a minimum defined setback from the top of the valley bank of 7.5 metres. The precise limits of the top-of-bank shall be determined by the Town at the time of development application through consultation with Conservation Halton.
- iii) No development shall be permitted within the valley, within 7.5 metres of the stable top-of-bank of minor valleys, or within the limits of the regional storm flood plain, except for compatible recreational uses, essential public works and utilities subject to the requirements of the Official Plan. Setbacks greater than the above requirements may be required in areas of highly erodable or unstable slopes and shall correspond to the one hundred year erosion limits.
- iv) Where feasible, the lands below the top-of-bank shall be maintained in a natural state. In cases where these lands have been impacted by agriculture or urban uses, efforts shall be made to naturalize the lands where appropriate.
- v) No development, alterations to watercourses, or filling, except where permitted by Conservation Halton, shall be permitted within the valley.
- vi) Where appropriate, trails will be developed in valleys for pedestrians and cyclists.

Woodlots

- i) Two woodlots are included as the “Natural Area Requiring Further Study” designation. The general location and boundaries of the woodlots designated “Natural Area Requiring Further Study” are indicated on Figure “S”.
- ii) The Town shall not permit development of the lands designated as “Natural Area Requiring Further Study”, if they include any of the following:
 - Carolinian Canada sites;
 - forests that are subject to a management agreement;
 - large contiguous forests which provide relatively undisturbed expanses of natural, native plant communities;
 - woodlands which contain endangered, threatened or vulnerable species based on provincial and national scales of assessment;
 - mature tableland woodlands that are relatively undisturbed and that contain forest species representative of Halton Region; and,
 - woodlands that meet other criteria as determined appropriate by the Town, Halton Region or the Province and a public body is prepared to acquire these lands.
- iii) Proponents of development on lands designated as “Natural Area Requiring Further Study”, will be required to prepare an Environmental Impact Statement, to the satisfaction of the Town, in support of an Official Plan Amendment removing, or substantially reducing the size of the resource from the Schedules of the Official Plan, and from Figure “S” of this Plan.
- iv) Proponents of development on lands immediately adjacent to lands designated as “Natural Area Requiring Further Study”, will be required to carry out an Environmental Impact Statement, to the satisfaction of the Town, to show that it will not adversely affect the integrity of the feature or the ecological functions that the woodlot provides.

Implementation

- i) The Town shall pursue the preservation, extension and enhancement of all “Natural Areas” through a variety of methods including acquisition, density transfers, land exchange, long-term lease, easement agreements, placing conditions on approval and land trusts among other measures that may be at its disposal.
- ii) Where part or all of a “Natural Area” designation is privately owned, these Official Plan policies do not imply that such land is free and open to the public nor does it imply a commitment to purchase by the Town of Oakville or any other public agency.
- iii) Oakville shall continue to consult with Conservation Halton to preserve lands for conservation and flood and erosion control purposes and to manage such lands to form integral components of the municipal greenlands systems.
- iv) To ensure the on-going protection, conservation and enhancement of natural features, public awareness of the importance of natural features for the well-being of the community shall be promoted. This promotion shall be conducted by providing information on natural feature protection and conservation and encouraging public education and involvement including land stewardship programs in conjunction with Halton Region, Conservation Halton, the Ministry of Natural Resources and other interested persons or agencies.

1.12.4.9 Elementary School Overlay Designation

a) Description

There are 2 elementary school sites identified symbolically, and with an overlay designation on Figure “S”. It is the intent of this Plan to facilitate the development of elementary schools on both of these sites. However, if either, or both of these sites are not required for the development of an elementary school, then the underlying land use designations shall apply, and development may occur without the need for a further Amendment to this Plan.

b) Policy

- i) The Town will work in collaboration with the school boards to determine appropriate site development plans, in keeping with the urban design and development policies of Section 4.1 b) of this Plan.

1.12.5 THE TRANSPORTATION AND TRANSIT NETWORK

- a) General
- i) It is the intent of the Town and Halton Region to ensure that the road system and transit system operates safely, efficiently and reliably. The major streets, which will form the basis of the transportation network, are identified on Figure “S”. Adjustments to the designated road pattern may be permitted without an Amendment to this Plan if the fundamental concepts of maximum continuity and connectivity are maintained and the changes do not negatively affect the overall transportation network.
 - ii) Figure “S” identifies a general location for a “transit hub”. This facility is expected to provide for local and inter-regional transit transfers. It is also intended that this site incorporate a variety of commercial and community facilities, and become an anchor for the redevelopment of existing Bronte Road as a “Main Street”. The location of the “transit hub” facility within the “Mixed Use 1” designation is a fundamental precept of this Plan. The actual location and site size for this facility can be refined without an Amendment to this Plan, if it is maintained within the “Mixed Use 1” designation.
 - iii) The road system is to accommodate all modes of travel, including automobiles, service vehicles, buses, bicycles and pedestrians.
 - iv) The road system and transit service functions must be developed in a cost-effective manner, to the satisfaction of the Town. Infrastructure, including street improvements, should be affordable and funded through municipal taxes, development charges, special charges and other appropriate means.
 - v) The primary purpose of the arterial road system and transit service functions are to provide good accessibility to, from and within the Palermo Village Centre and throughout the Town and Halton Region.
 - vi) The primary purpose of the collector and local road system is to provide access to adjacent properties.

b) Roads

- i) The right-of-way widths for the various roads within the Palermo Village Centre are generally as follows:
- Regional Major Arterial Road – the Bronte Road By-pass and Dundas Street - 42 metres;
 - Collector Roads and the “Special Character Road” (the existing Bronte Road, south of Pine Glen Road) – 20 to 26 metres;
 - Local Roads – 16 to 20 metres;
 - “Main Street” (the existing Bronte Road, north of Pine Glen Road) – 24m
 - Condominium or Private Laneways – 7.5 metres, or as determined appropriate by the Town.
- ii) The road allowance widths identified in this Plan are approximate. In some cases the right-of-way may need to be wider to accommodate engineering and/or design requirements for turn lanes at intersections, bicycle lanes, on-street parking, or for drainage purposes. Final right-of-way requirements and the provision of daylight triangles will be determined during the review of development applications.
- iii) The exact location and configuration of new roads will be determined during the development approval process to the satisfaction of the Town, in consultation with Halton Region. The principle of road network connectivity should be maintained.
- iv) Individual direct access to the Bronte Road By-pass or Dundas Street shall be limited, in accordance with Regional access management policies.
- v) Turning circles/roundabouts may be implemented as traffic calming and aesthetic enhancements at the intersections of municipal roads throughout the community, subject to evaluation by the Town of Oakville of functional and operational issues associated with their use.
- vi) The north part of the existing Bronte Road has been identified as “Main Street” on Figure “S”. It is the intention of this Plan that the

right-of-way not be further widened, such that its evolving role as a pedestrian oriented shopping and residential street be facilitated. It is expected that this "Main Street" will be improved with a high quality public realm that includes sidewalks on both sides, special paving treatment, pedestrian scaled lighting, street trees and planters. On-street parking should also be incorporated into the design of the public right-of-way. A Streetscape Study will be required to determine the nature of the improvements.

- vii) The south part of existing Bronte Road has been identified as "Special Character Road" on Figure "S". It is the intent of this Plan that the existing right-of-way be enhanced with a planted median, street trees, pedestrian scaled lighting and the potential for on-street parking. A Streetscape Study will be required to determine the nature of the improvements.
 - viii) The intersection of the new north/south collector road at Dundas Street, west of the Bronte Road By-pass, will be located east of St. Luke's Anglican Church and may be permitted to be a full movement intersection.
 - ix) A right-in/right-out access on the east side of the Bronte Road By-pass, immediately north of the TransCanada Pipeline easement, will be required to connect to the existing Bronte Road. A full movement intersection at this location will not be permitted.
 - x) A right-in/right-out access on the west side of the Bronte Road By-pass, immediately north of the TransCanada Pipeline easement, will be permitted. A full movement intersection at this location will not be permitted.
- c) Transit
- i) The Town shall, in cooperation with Halton Region, establish a "transit hub" within the lands designated "Mixed Use 1", as identified on Figure "S".
 - ii) The Town shall encourage the increased use of public transit by requiring, where appropriate and possible, transit supportive urban design, retaining rights-of-way for off-street bus loops and on-street bus bays as well as providing for bus shelters at bus stop locations.

- iii) The arterial and collector road network shall be continuous such that it is conducive to the efficient routing of public transit.
 - iv) The Town will take into account the requirements for a comprehensive and interconnected public transit network by ensuring that all development applications fully consider short and long-term transit opportunities.
 - v) A detailed traffic and transit operations study will be undertaken by the Town of Oakville in cooperation with Halton Region and GO Transit to determine the linkages between the inter-regional and local transit systems, and the level of service to be provided within the Palermo Village Centre “transit hub”.
- d) Auto Reduction Measures
- i) It is a basic objective of this Plan to encourage an increased use of transit in the Palermo Village Centre. It is also intended that travel demand management measures will be encouraged. Both of these objectives are directed at reductions in the level of travel and dependence upon the automobile.
 - ii) The Town will initiate actions that involve individual and joint venture efforts with such parties as Oakville Transit, Halton Region and GO Transit. It is the intent of the Town to develop, implement, facilitate and promote measures to increase the use of transit, cycling and walking and to reduce the use of low occupancy automobiles for trips, particularly peak hour trips. Some of these measures include:
 - promoting the use of public transit by employees;
 - promoting measures to foster higher vehicle occupancy;
 - assisting in organizing and promoting car pooling;
 - giving priority parking space assignments and/or reduced rates for car pools;
 - varying hours of work to reduce peak hour loads;
 - participating in a Transportation Management Association; or,
 - other measures that may be identified.

e) Parking

- i) Over time, surface parking within the “Mixed Use 1” and “Mixed Use 2” designations will be restricted in order to assist in the creation of a lively and animated urban environment. Further, opportunities for off-peak street parking and off-peak shared parking within this area will be considered, subject to evaluation by the Town.
- ii) The Town may consider the development of public parking facilities in order to facilitate appropriate urban development within the “Mixed Use 1” and “Mixed Use 2” designations.
- iii) Implementing zoning by-laws shall establish the amount of parking required for each development.

f) Linkages for Cyclists and Pedestrians

- i) Cycling and walking will constitute an alternative mode of transportation within the Palermo Village Centre. A cycleway and pedestrian walkway system will be designed in accordance with the Town’s Cycleways Master Plan, to the satisfaction of the Town and Halton Region.
- ii) The development of all roads shall include safe and convenient facilities for cyclists and pedestrians.
- iii) Cycleways shall be provided on all collector and arterial roads within the Palermo Village Centre.

g) Regional Buffers

- i) To ensure suitable separation, landscaping, screening, streetscape aesthetics, safety and noise attenuation measures between development and the Bronte Road By-pass and Dundas Street, the proponent will provide a landscaped buffer. The form, nature, extent and ownership of the buffer shall be subject to review by the Town and Halton Region and shall allow for convenient pedestrian movement along and with access to these roads, particularly at transit stops and intersections.
- ii) In areas of low-density development adjacent to the Bronte Road By-pass and Dundas Street, a 15 m landscaped buffer will be required.

- iii) In areas of medium-density development adjacent to the Bronte Road By-pass, a 15 m landscaped buffer will be required unless the proponent can demonstrate, to the satisfaction of the Town and Halton Region, that alternative buffering is acceptable.
- iv) All required buffers along the Bronte Road By-pass and Dundas Street shall be consistent with *Appendix D: Land Use Policy Directions and Urban Design Guidelines of the Regional Roads 5 and 25 Corridor Strategy Study*.

1.12.6 SERVICES

a) General

- i) Development of the Palermo Village Centre Community shall be on the basis of full urban wastewater collection and potable water distribution facilities.

The cost of extending services to facilitate development of the Palermo Village Centre Community, including any expansion of the wastewater and water treatment facilities shall be borne by the benefiting landowners, in accordance with the provisions of the *Development Charges Act*, the Region of Halton's Development Charges By-law, and the financing policies and the servicing plans developed by the Region of Halton and the Town.

Prior to development occurring in each phase, a Functional Servicing Plan shall be approved. This study will demonstrate how sanitary sewer, water and storm sewer services will be extended into the new phase area and to ensure that all properties in the community can be developed. As individual properties develop, servicing of the land will be completed consistent with the Functional Servicing Plan.

b) Utilities and Easements

- i) All local power and telephone lines and other cable services to serve the development in the Palermo West Community shall be located underground, where feasible.
- ii) All underground services shall be permitted in any land use designation in the Palermo West Community, including any Natural Area and Park designation.

- c) Stormwater Management
 - i) The Palermo Village Centre Community is located within the watershed of Fourteen Mile Creek.
 - ii) The *Fourteen Mile Creek East Branch Scoped Subwatershed Plan East of Regional Road 25* (May 2000) and the *Fourteen Mile Creek Main and West Branches Subwatershed Plan* (January 2002, as amended) outline the general stormwater management criteria and objectives and identify the approximate size and possible location of stormwater management facilities.
 - iii) The proponent(s) of development may be required to complete a more detailed subwatershed study if the Town or Conservation Halton deems it to be required. Individual plans of subdivision will be reviewed in conjunction with the overall concept and objectives of the subwatershed plan(s).
 - iv) Stormwater management facilities, including water controls, shall be in general accordance with the objectives and criteria of the Fourteen Mile Creek Main and West Branches Subwatershed Plan as well as the Town of Oakville Storm Drainage Criteria manual and will consist of storm sewers and surface drainage routes directing flows to stormwater management ponds providing quality and quantity/erosion controls.
 - v) Where permanent facilities required to service the full subwatershed as determined in the subwatershed study are to be located outside the area of application for draft subdivision approval, development of the subdivision may be delayed until required facilities are built. The applicant may provide, subject to approval by the Town and Conservation Halton, interim water quality control and stormwater management for that subdivision on the same property. Such facilities will be of a temporary nature and will not be an alternative to optimum water quality and stormwater management as identified in the subwatershed study.
 - vi) A functional drainage report shall be prepared for each development site prior to the approval of individual development applications to the satisfaction of the Town, Conservation Halton and Halton Region. The functional drainage report shall address the specific design, construction, operation, and phasing of stormwater management and other drainage works. Stormwater

drainage on Regional road allowances for both the existing conditions and future conditions should also be addressed.

- vii) A stormwater management pond is identified symbolically within the “Residential Low Density” designation in the southeast portion of the community, adjacent to the TransCanada Pipeline easement. The exact size and location of this facility will be determined, to the satisfaction of the Town and Conservation Halton, through the review of detailed subwatershed studies and development applications.
- viii) Where the existing watercourses are sufficiently wide to carry storm flows, there will be no reconstruction of these areas, except for erosion control and water quality maintenance measures to the satisfaction of the Town, Conservation Halton and the Ministry of Natural Resources.
- ix) Where the watercourse is not sufficiently wide or deep to accommodate storm flows and to ensure water quality, reconstruction of the watercourse may be acceptable, subject to the recommendations of the *Fourteen Mile Creek Main and West Branches Subwatershed Plan* (January 2002, as amended), the *Fourteen Mile Creek East Branch Scoped Subwatershed plan east of Regional Road 25* (May 2000), and/or any further subwatershed study and the satisfaction of the following guidelines:
- The watercourse reconstruction is completed in a way which creates a natural appearing stream environment with variable side slopes, introduction of vegetative rehabilitation including trees, shrubs and ground cover, and a meandering channel;
 - Erosion control is implemented to the satisfaction of the Town, Conservation Halton and the Ministry of Natural Resources.
 - The conveyance of the watercourse and suitable buffer zone, as determined in the subwatershed study/studies, to the satisfaction of the Town and Conservation Halton. This shall include a satisfactory setback to preserve mature tree vegetation or that which may be planted along the top-of-bank, as well as to provide access for maintenance vehicles. Conveyance shall not form part of the parkland dedication and shall be compensated through

Development Charges at the rate set out by the town in its Development Charges By-law.

- x) All alterations to the existing channels and floodplains and valleys in the form of construction dumping or removal of fill shall generally not be permitted, and where such changes are approved, the design of and alteration to any channel must convey the Regulatory Storm flows, meet flood storage requirements, and be designed to the satisfaction of the Town, Conservation Halton, and other appropriate public agencies.
- xi) Areas identified as potential recharge and infiltration areas shall require further studies to be conducted at the subwatershed study stage. Such studies shall, as a minimum, identify the rate of infiltration and appropriate design techniques to maintain or maximize the rate of infiltration for each site. The study shall be conducted to the satisfaction of the Town and Conservation Halton.

1.12.7 PHASING

- a) General
 - i) The Palermo Village Centre will be developed over a long time period, exceeding the planning horizon of this Plan. It is expected that the development potential of this Centre to the year 2023, will be approximately 5,200 residents. Upon reaching a population level of 5,200 people, a review of the Plan shall be undertaken by the Town to assess the impact of increasing population levels. The review shall be based on impact studies of urban design, municipal finances, parkland capabilities and demographic, social and economic trends and on the availability of infrastructure capacities.
 - ii) The review of all applications for development within the Centre shall ensure the most efficient and economical use of existing and proposed infrastructure. The following criteria shall be considered in the review of all development applications:
 - the development contributes to, or can be appropriately integrated within the logical sequence of construction of all required sewer, water, stormwater and transportation facilities;

- the development satisfies all requirements regarding the provision of parkland and other facilities; and,
- the development conforms with the Town's "Storm Drainage Criteria Manual".

b) Monitoring

- i) The Town will establish a program to monitor the level of development within the Palermo Village Centre. The monitoring program will address items such as:
- the amount of floor space existing and proposed floor space for which zoning or site plan approval has been granted, and the status of development approvals, completions and occupancy;
 - population and employment generated by existing development and projected for approved, but not yet occupied development;
 - the relative success in achieving development in the form and at the densities anticipated in this Plan;
 - the impact on municipal finances of the emerging development pattern;
 - the impact of urban development on the ability of planned public open space and recreational and community facilities to meet the needs of the resident population and business community;
 - transit usage and modal split;
 - traffic volumes on key routes and at key intersections, based on periodic traffic counts in the area;
 - traffic accident reports;
 - evaluation of traffic volumes and transit ridership in the context of available capacity;
 - evaluation of accident information in the form of accident rates; and,

- evaluation of existing, planned and proposed development in order to allow for identification and planning of transportation improvements or to allow time to take steps to control the pace of development.
- ii) The monitoring program will take place on a regular basis.

1.12.7A SPECIAL SITE POLICY 'A'

- a) Notwithstanding the general policies of this Plan, the following special site policies shall apply to the lands within the Special Site Policy 'A' area identified on Figure "S".
- i) Back-to-back townhouses are permitted within the "Mixed Use 1" designation at the southwest corner of Dundas Street West (Regional Road 5) and the Bronte Road By-pass.
 - ii) A service station is identified symbolically on Figure "S" within the "Mixed Use 1" designation between the Bronte Road By-pass and the existing Bronte Road, north of the TransCanada Pipeline easement. One automobile service station is permitted in this area.
 - iii) A community facility together with a place of worship and cemetery, may be established within the "Mixed Use 1" and "Medium Density" land use designations, west of the future north/south collector road, comprised of lands owned by St. Luke's Anglican Church and adjacent lands to be developed in conjunction with the church lands. Without limiting the generality of the permitted uses of the community facility, it may also include seniors and/or lifestyle dwelling units as an integral part of the facility.
 - iv) The landscaped buffer required adjacent to the Bronte Road By-pass and Dundas Street may be reduced in width, subject to approval by Halton Region.
 - v) Street townhouses are permitted within the "Residential Low Density" designation west of the future north/south collector road.
 - vi) The lands within the "Residential Medium Density" designation west of the future north/south collector road may be developed at a density as low as 15 units per site hectare.

1.12.8 IMPLEMENTATION

a) General

- i) This Plan shall be implemented through, but not be limited to, the following measures pursuant to the appropriate sections of the *Planning Act* and the *Development Charges Act*:
- the processing of individual draft plans of subdivision/condominium, part lot control exemptions and consents;
 - the enactment of zoning by-laws;
 - the preparation and approval of site plans in accordance with the policies of this Plan, including the execution of site plan agreements;
 - the use of holding zone provisions;
 - the establishment of a development permit regime;
 - the dedication of parkland or cash-in-lieu of parkland; and,
 - a Development Charges by-law.

b) Requirements for Development Applications

- i) In evaluating development applications throughout the Palermo Village Centre, the Town shall consider:
- the adequacy of proposed parking areas and access points and the impact of the proposed use on the operation of the regional and local road networks;
 - the traffic impacts on adjacent existing and/or approved land uses;
 - the impact of the proposed use on the operation of the local and inter-regional transit network in both the short and long-term;
 - the availability of water and sewer services;

- the suitability of the proposed stormwater management facilities;
 - the degree of compatibility with adjacent existing and/or approved land uses in proximity to the proposed use; and,
 - the urban design impacts of the proposed use on neighbouring lands.
- ii) Prior to the approval of any development application within the Palermo Village Centre area, the Town may prepare, or require to be prepared, any or all of the following studies:
- a parking supply/demand study;
 - a master servicing study (transportation, piped services, stormwater management);
 - a transit impact study;
 - a master development and phasing plan;
 - a landscape master plan.
- iii) In reviewing development applications that conform to the policies of this Plan, the Town may require the applicant to provide any, or all of the following studies:
- a capital/financial impact assessment;
 - a traffic and/or parking impact study;
 - a noise impact analysis report and/or vibration impact analysis report for any proposed development within 300 metres of an identified arterial road;
 - an Environmental Impact Study;
 - a subwatershed study;
 - a functional drainage report;
 - a tree inventory and preservation plan.

- a soil contamination survey of the lands;
 - an archaeological survey of the lands;
 - a Natural Heritage System report to define a system;
 - a comprehensive site plan
- iv) In reviewing development applications that require an Amendment to the policies of this Plan, the Town shall require, in addition to those items identified in part iii) above, the preparation of a planning justification study that will satisfy the Town that:
- the proposed Amendment does not result in development that detracts from the intent of the “Secondary Transit Node” policies of this Plan or the policies of Halton region;
 - the proposed Amendment does not negatively impact the ability to achieve planned development within the Plan area;
 - the proposed Amendment results in transit supportive development, in keeping with expected nature and character of development promoted by this Plan.
- c) Zoning By-law
- i) Zoning for the Palermo Village Centre should be established by the Town in advance of individual development applications. In the absence of a comprehensive, Town sponsored, zoning regime, all new development shall proceed by way of site-specific zoning amendments.
- ii) The Town may designate a holding zone with the prefix 'H' and specify the future uses of these lands that, at the present time, are considered premature or inappropriate for development for any one or more of the following reasons:
- community services and facilities such as sanitary sewers, stormwater management facilities, water supply, parks and schools are insufficient to serve the proposed development;

- transportation facilities are inadequate or inappropriate based on anticipated traffic;
- the number and/or location of access points to the site are inadequate and incapable of functioning safely and efficiently;
- where development relies upon other matters occurring first, such as the consolidation of land ownership, to ensure the orderly development of the project and/or the securing of funding for infrastructure, services or outstanding application processing fees;
- supporting studies as required on matters related to traffic, parking, transit, soils, protection of any site features, environmental constraints or design features prior to development approval; and,
- removal of the 'H' prefix will depend on meeting the specific conditions as identified by Council within the holding zone by-law.

d) Site Plan Control

- i) The municipality may require site plan approval of any development as permitted in the *Planning Act*, and subject to the provisions of Part C, Section 7.2 of the Official Plan.

e) Subdivision Control

- i) Subdivision Control encompasses draft plan of subdivision/condominium, consents and part lot control exemptions.
- ii) Plans of subdivision/condominium shall only be recommended for approval which:
 - conform with the policies and designations of this Plan;
 - can be provided with adequate services and facilities as required by the policies of this Plan; and,
 - are not premature and are in the best interest of the municipality.

- iii) Subdivision of land shall generally take place by plan of subdivision/condominium. Consents shall only be permitted:
- for technical or legal purposes; and,
 - where the municipality is satisfied that the consent will not prejudice the ultimate subdivision of land or the principles set out in this Plan and the Town's Severance policy.
- iv) Part Lot Control exemptions shall generally be permitted for technical or legal purposes, such as the creation of easements and rights-of-way. Where used to create lots, Council shall be satisfied that all necessary agreements are in place to ensure that appropriate development occurs and that the municipal interest is protected.
- f) Subdivision, Consent and Site Plan Agreements
- i) Appropriate agreements based on the policies of this Plan and the findings of any other studies deemed necessary by the Town, shall be entered into by the benefiting parties and approved by the Town as a condition of the approval of development applications.
- ii) Such agreements shall ensure that the necessary approvals and the required contributions of funds, lands and commitments for services will be in place and operative prior to, or coincident with occupancy and use of land. Items which may be addressed in the agreements include:
- open space and environmental features;
 - streetscape features;
 - natural heritage system;
 - tree preservation;
 - water supply;
 - wastewater collection;
 - stormwater management;

- road infrastructure improvements;
 - road right-of-way dedications; and,
 - other utilities.
- iii) If difficulties or undue delays are encountered with respect to the preparation of the required Agreements among two or more proponents, the Town may be requested to attempt to resolve such difficulties or delays. Where resolution of such problems is not deemed feasible by the Town or is not possible even with the Town's intervention, the Town may approve alternative mechanisms to satisfy the intent of the applicable policy.
- g) Development Permits
- i) Upon authorization of a system permitting the use of Development Permits, the Town may, in accordance with the authority, implement this Plan in part or whole by the use of a Development Permit regime independent or supplemental to its powers of implementation as described herein.

1.12.9 INTERPRETATION

- a) General
- i) This Plan is a statement of policy. It is intended as a guide to the development of the Palermo Village Centre. Some flexibility in interpretation is permitted, provided the general intent of the goals, objectives and policies of this Plan are maintained.
- ii) The various items identified on Figure "S" are intended to show general areas and the boundaries are flexible and may vary without Amendment to the Plan, except where designations are established by fixed boundaries such as river valleys and roads or where specifically stated to be fixed in the policies of this Plan.
- iii) Where lists or examples of permitted uses are provided, they are intended to indicate the possible range and type of uses that are to be considered. Specific uses not listed, but considered by the Town to be similar to the listed uses and to conform to the general intent of the applicable land use designation may be

recognized as a permitted use and recognized in the implementing zoning by-law.

- iv) Numerical requirements in this Plan may vary by 5% without an Amendment to the Plan provided that the general intent of the Plan is maintained.

b) Status of Existing and Previously Approved Land Uses

- i) Existing land uses throughout the Palermo Village Centre are expected to continue to exist in the short to mid-term, and in some cases, in the long-term. Therefore, uses permitted prior to the approval of this Plan shall be deemed to conform to this Plan.
- ii) Minor extensions or expansions of such uses shall be permitted without Amendment to this Plan, provided that the intent of this Plan is not compromised and the tests prescribed below are met.
- iii) Before making any decision on an application, the following requirements (or any of them, as considered relevant to each specific application) shall be fulfilled in order to safeguard the wider interests of the general public:
 - that the proposed expansion or enlargement of the existing use shall not unduly aggravate the situation created by the existence of the use, especially in regard to the requirements of the zoning by-law;
 - that the characteristics of the existing use and the extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odour, lighting, parking and traffic generation;
 - that the neighbouring uses will be protected where necessary by the provisions for landscaping, buffering or screening, devices and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects caused by outside storage, lighting or advertising signs;
 - such provisions and regulations shall be applied to the proposed extension or enlargement and, where feasible, shall also be extended to the existing use in order to improve its compatibility with the surrounding area; and/or,

- that in all cases where an existing use seriously affects the amenity of the surrounding area, consideration shall be given to the possibility of ameliorating such conditions, as a condition of approving an application for extension or enlargement of the existing use, especially where public health and welfare are directly affected.

2. EMPLOYMENT DISTRICTS

General

The location of employment districts is related to the major highway and rail corridors through Oakville to take advantage of the major transportation facilities.

These areas are also based on the efficient and economic extension of municipal services which will allow the concentration of employment generating land uses in specific areas rather than scattered indiscriminately in widely separated locations. The linear form of the employment areas will also serve to minimize the effects of employment and industrial traffic on surrounding residential areas.

The amount of land set aside for employment uses reflects the trend toward low plant coverage and fewer employees per industrial hectare. If these trends continue beyond the point to which they have been projected in this Plan, other undeveloped areas with characteristics similar to those now shown as Employment may be converted to Employment use by amendment to this Plan.

In addition, the employment areas set aside may not provide suitable locations for major industries which require very large sites. In this case also, consideration may be given to amendments.

**2.1 QUEEN ELIZABETH WAY EAST EMPLOYMENT DISTRICT – FIGURE
“EMP. A”**

2.1.1 POLICY STATEMENT

a) Location

As set out on Figure “EMP.A”, this District is bounded on the north by the Morrison-Wedgewood aqueduct and the Parkway Belt West lands, on the south by the Eastlake Community, on the west by the Eighth Line and Chartwell Road, and on the east by Winston Churchill Boulevard, excluding those lands within the Oakville-Mississauga Mini-Belt portion of the Parkway Belt West, and the Clearview Residential Community. This District also includes the industrial lands north and south of the Clearview Residential Community.

b) Land Use

Light employment uses are permitted throughout the employment designation, but are expected to concentrate in three areas: on lands north of the QEW Highway corridor; adjacent to Chartwell Road; and along Winston Churchill Boulevard, south of Royal Windsor Drive, separating the Eastlake Community from Mississauga. Notwithstanding the foregoing, outside storage will be permitted on the lands west of Winston Churchill Boulevard, south of the CN spur line, provided that outside storage is not permitted adjacent to the open space corridor, and it is appropriately buffered from the residential area to the west. In any event, a buffer strip guideline for the buffering of the lands from the neighbouring residential area will be approved by Council and implemented through the site plan process if the landscaping as proposed by Sithe Southdown Ltd. is not installed.

General employment uses are primarily restricted to the employment designation in and around the Ford Motor Company of Canada lands, north of the CN Railway.

A second general employment use area is located east of Ford Drive, between Royal Windsor Drive and the CN Railway to the north.

All employment designations south of the CN Railway, west of Ford Drive, and north of the CN Railway, east of the Parkway Belt lands, are to be reserved for transitional employment use areas.

Transition employment uses are also permitted at the southeast quadrant

of Cornwall Road and Ford Drive, extending east to the Clearview Creek.

Three areas are designated for Arterial Commercial use, as follows:

- on the north and south side of Royal Windsor Drive at Winston Churchill Boulevard;
- at the intersection of Sherwood Heights Drive and the South Sheridan Way, just west of Winston Churchill Boulevard;
- at the intersections of Ford Drive with Royal Windsor Drive and Cornwall Road.

A Neighborhood Commercial Centre is permitted at the southwest corner of Winston Churchill Boulevard and Sheridan Garden Drive.

No new or expanded commercial designations are contemplated by this Plan.

Municipal 'Parkland' and 'Natural Area' designations within the District are subject to Figures "F1" and "F2" and the Greenlands policies under Part D, Section 4 of this Plan.

c) Special Policies

- i) The (re)development of the lands adjacent to Chartwell Road, Eighth Line, and the lands surrounding Invicta Drive will have regard for the urban design guidelines established and contained in Part C of the Mid-Town Core Land Use Planning Study, dated March 29, 1999 as they may apply to this area.

In addition to permitted uses, the following uses will also be allowed in these areas: neighborhood and convenience commercial retail centers; service commercial uses, gas stations, private and commercial education facilities.

- ii) A stormwater management study addressing flooding, erosion and water quality shall be completed for the Clearview Creek by one applicant or a group of applicants. This study shall be completed to the satisfaction of the City of Mississauga, the Credit Valley Conservation Authority and the Town of Oakville. Individual developments may be submitted for review in conjunction with the preparation of the stormwater management study.

- iii) Within the employment designation north of the QEW, height will be carefully controlled and limited so as not to be a detrimental and negative impact upon the sight lines and normal viewing opportunities for the residents of the Iroquois Ridge Community.

- iv) It is a policy of this Plan that Iroquois Shore Road within the Midtown Core Planning Area will be extended east of Eighth Line to form a connection with the North Service Road East, and will be further extended to form a connection with a realigned Royal Windsor Drive south of the Queen Elizabeth Way to establish a north-south crossing of the Queen Elizabeth Way with a reconfigured partial interchange. In addition, the North Service Road will be extended easterly to form a connection with Ford Drive.

The effect of such connections will serve to establish a continuous arterial road system to serve this employment area.

- v) Notwithstanding Part D, Subsection 2.7 (d) i., the Neighbourhood Commercial Centre at the south-west corner of the intersection of Winston Churchill Blvd. and Sheridan Garden Drive will be permitted to have a maximum floor area of 3,850 square metres.

2.2 QUEEN ELIZABETH WAY WEST EMPLOYMENT DISTRICT – FIGURE EMP. B

2.2.1 POLICY STATEMENT

a) Location

As set out on Figure “EMP. B”, this District is bounded by the QEW Highway Corridor and the Glen Abbey Community on the north, the Bronte Community on the south, Kerr Street and the westerly limits of the existing Oaktown Plaza/Oakville Mews commercial designation on the east, and the Bronte Creek and the Parkway Belt West lands on the west.

b) Land Use

Light employment uses are permitted throughout the employment designation, but are expected to concentrate along the QEW Highway corridor. Light employment uses will also be encouraged to locate on the north side of Speers Road, west of Fourth Line.

General employment uses will be restricted to the interior of the employment designation, north of the CN Railway, and the north side of Speers Road between Bronte Road and Fourth Line. General employment areas will generally not be permitted along the frontage of any north-south arterial road traversing the District.

Transitional employment uses will be permitted south of Speers Road to provide a buffer for adjacent residential neighbourhoods from the light and general employment uses to the north.

A transitional employment area will also be established on the employment designation on the north side of Speers Road, east of Fourth Line. This transition employment area will be complemented by an Arterial Commercial designation established on the opposite side of Speers Road. This commercial designation extends from just west of St. Augustine Drive to west of Fourth Line, and will act in combination with the transition employment area to further separate the residential uses to the south from the light and general employment use areas to the north.

Arterial Commercial blocks are established on the north side of Speers Road at Fourth Line, and on both sides of Speers Road at Third Line and Bronte Road. Lands located at the southeast

quadrant of the QEW Highway and Bronte Road are also designated Arterial Commercial.

The employment designation west of Bronte Road is reserved for light employment uses, except the northerly parcel of land may have transitional employment uses.

Lands designated "Natural Area" are subject to Figure "F1" and "F2", and the policies contained in Part D, Section 4 of this Plan.

c) Special Policies

- i) To maintain and enhance the employment designation north of the QEW Highway as a prominent location for prestige uses and employment generating opportunities, certain uses will not be permitted and development standards in excess of normal requirements may be applied.

Careful consideration of building structure, design, and height will be given to any development on this employment designation. Height will be limited so as not to be a detrimental and negative impact upon sight lines and normal viewing opportunities for Glen Abbey residents. New development will be encouraged to maintain and enhance the building structure and design that typifies the overall general character of development in the area.

Notwithstanding the Employment designation on the north side of the North Service Road east of Third Line (1453 North Service Road, Part of Lot 25, Concession II, SDS), in addition to the permitted uses, a prestige furniture sales showroom which has a low intensity retail function and no outdoor display, and associated office, warehouse, and assembly facility, with the non-showroom floor area to be not less than 40% of the floor area, shall be permitted to meet the needs of an established business within the same general location.

2.3 BURLOAK EMPLOYMENT DISTRICT – FIGURE “EMP.C”

2.3.1 *Policy Statement*

a) Location

As set out on Figure “EMP. C”, this District is bounded on the north by the QEW corridor, on the west by Burloak Drive, on the east by Bronte Creek, and on the south by Rebecca Street.

b) Land Use

Light employment uses are permitted throughout the employment designation but are expected to concentrate in two areas: in the vicinity of the planned Wycroft Road connection between Burloak Drive and Bronte Road; and adjacent to Burloak Drive and Rebecca Street, south of the CN Railway, west of Sheldon Creek.

General employment uses will be permitted within the interior of the District, and will be separated from Rebecca Street by a transition employment use area.

The transition employment use area is intended to provide a buffer or interface between the general employment use area to the north, and the existing and future residential development south of Rebecca Street. A service station use is permitted on the northwest corner of Rebecca Street and Great Lakes Boulevard, intended to serve the Burloak Employment District, the traveling public and the residents south of Rebecca Street with auto-oriented services.

A municipal park is to be developed on the lands immediately to the north of this transition employment area, as identified on Figure EMP “C”.

A Natural Area designation is located in the southeast quadrant of the District to recognize an existing woodlot. All Natural Area and Parkland designations are subject to the Greenlands policies under Part D, Section 4 of this Plan.

A large Arterial Commercial block of land is established on lands north of the proposed Wycroft Road extension and adjacent to the intersection of Burloak Drive and the proposed Wycroft Road to provide service and retail commercial serving the employment uses within the District, destination oriented retail uses, including a food

supermarket, and entertainment uses.

c) Special Policies

- i) The One Kilometre Nuisance Buffer identified on Figure 'EMP.C' has been established by the Ministry of Environment. This setback does not reflect any environmental hazard, but is considered to be an appropriate setback from the Petro-Canada Refinery for residential development in order to minimize nuisance concerns, particularly those related to odour.
- ii) All local power and telephone lines and other cable services to serve the employment designation shall be located underground, where feasible.
- iii) A Functional Drainage Report shall be prepared for the entire District Plan area prior to the approval of individual development applications to the satisfaction of the Town of Oakville, the City of Burlington and Conservation Halton. The Functional Drainage Report will address the specific design, construction, stormwater management and phasing of works.
- iv) Only a very limited number of common access points to the interior development of the Employment District will be permitted and shall generally be limited to street intersections.
- v) The entire required front and flank yards adjacent to Burloak Drive and Rebecca Street shall be required to be landscaped, and height and coverage will be carefully controlled.
- vi) The Greenway Link/Buffer designation on Figure 'EMP.C' provides a component of an open space link between the Bronte residential community and the Bronte Creek. It also provides for a landscape buffer between the residential neighbourhoods to the south and west and the employment uses within the District, and in the case of Burloak Drive, serves to enhance the major entrance to the area and the respective municipalities.

The minimum width of the Greenway Link/Buffer shall be 3 metres.

- vii) The parkland designation on the west side of Great Lakes Boulevard is to be designed as a District feature, and a

gateway feature for the municipality as a whole.

- viii) To enhance the development of the employment designation west of Great Lakes Boulevard as a District feature and gateway into the municipality, uses that may detract from the attractiveness of the area will not be permitted and development standards in excess of normal requirements may be applied.
- ix) It is the intent of this Plan to establish the employment designation in the vicinity of the planned Wycroft Road connection between Burloak Drive and Bronte Road, east of Sheldon Creek, as a prominent location for prestige development and employment generating opportunities. To achieve this goal, development standards in excess of normal requirements may be applied.
- x) Any development on lands north of or adjacent to the railway will have regard for, and will be required to protect for, a continuous Wycroft Road right-of-way to facilitate a future northerly bridge crossing of the Bronte Creek, and a continuous Wycroft Road connection between Bronte Road and Harvester Road in the City of Burlington.

Any crossing of the Bronte Creek is subject to the provisions of the *Environmental Assessment Act*, which requires that a range of alternatives be considered.

The final determination of the bridge alignment will be investigated through subsequent study. Until such time as this has been completed, the ultimate transportation and road network recommended in the Environmental Study Report, completed for the Twelve Mile Creek/Burloak Drive Class EA Study, and adopted by Town Council, will provide guidance and direction to the municipality in the development approval process for lands north of and adjacent to the CN Railway.

The lands east of McPherson Road may be placed in a Holding zone, permitting only minimum expansion until such time as the final bridge alignment and road right-of-way requirements are determined.

Notwithstanding the above, all development north of the CN Railway will be subject to traffic impact study to ensure an

adequate level of service is maintained on the existing road network.

- xi) Notwithstanding the provisions of Part D, Land Use Policies, Policy 2.6 d) vii) the lands north of the proposed Wycroft Road extension within this Arterial Commercial area shall be subject to the following:
- a food supermarket is permitted;
 - a maximum of 55,000 square metres shall be devoted to all retail and service commercial uses;
 - a maximum of 5,500 square metres of the permitted retail and service commercial use floor area shall be devoted to a single food supermarket;
 - a maximum of 6,000 square metres shall be devoted to all theatre/cinema use;
 - general merchandise stores such as the Bay, Sears, Walmart, and Zellers or any other department store exceeding 9290m² (100,000 sq.ft.) as classified by Stats Canada shall not be permitted; and

All other general requirements of the Arterial Commercial and Employment designation would continue to apply to the area.

South of the proposed Wycroft Road extension are lands designated for employment uses, with a focus for office uses along the Burloak Drive frontage and a focus for employment uses south of the proposed Wycroft Road extension and east of Sheldon Creek.

- xii) The lands located on the east side of Burloak Drive, and South of the QEW represent a strategic location as an entry point to the Town of Oakville and are subject to the following set of urban design principles:
- Buildings along the South Service Road should create an attractive street frontage and in addition any building at the Burloak Drive/QEW interchange should be designed to create a focal point at the corner and become a gateway building;
 - Any buildings located at the Burloak Drive and the proposed Wycroft Road corner shall be designed to be a focal point for this intersection and should be

integrated for pedestrian purposes with other buildings at the corner;

- Buildings should create an active and coherent streetscape, while screening parking, along South Service Road, the proposed Wyecroft Road, QEW and Burloak Drive;
- An internal pedestrian structure, potentially with active frontages, such as facades with windows and doors to encourage public interaction, should be created to encourage walking between buildings. In addition, car parking should be pedestrianized to promote safe access to buildings;
- Setbacks along road frontages should be minimized to encourage the pedestrian friendly environment; and
- Loading and unloading areas should be screened from all roads.

xiii) The lands located on the east side of Burloak Drive and south of the proposed Wyecroft Road extension are subject to the following set of urban design principles:

- Buildings along the south side of the proposed Wyecroft Road extension should create an attractive street frontage;
- Buildings should create an active and coherent streetscape, while screening parking, along the proposed Wyecroft Road extension; and
- Loading and unloading areas should be screened from proposed Wyecroft Road extension.

2.4 WINSTON PARK EMPLOYMENT DISTRICT – FIGURE “EMP.D”

2.4.1 POLICY STATEMENT

a) Location

As set out on Figure “EMP.D”, this District is bounded on the north by Dundas Street, on the west by the Highway 403 Link, on the east by Winston Churchill Boulevard, and on the south by Upper Middle Road East and the QEW Highway corridor.

b) Land Use

It is intended that this District will be developed as a prestige Business Park. As such, special design standards may be applied throughout the employment designation to encourage prestige employment generating development and opportunities.

An Arterial Commercial designation is established at the north end of the District, along the entire Dundas Street frontage north of Bristol Circle.

General employment uses are to be restricted to the interior of the District within the area surrounded by Bristol Circle, south of Portland Drive. It is not intended that this use area include properties adjacent to the south side of Portland Drive, or the westerly segment of Bristol Circle.

Light employment uses are permitted throughout the employment designation, but are expected to concentrate on lands adjacent to the Highway 403 and the westerly segment of Bristol Circle, on lands fronting the westerly half of the QEW Highway corridor, and in the area south of (the northerly segment) of Bristol Circle, separating the Arterial Commercial block to the north from the general employment use area south of Portland Drive.

The employment designation between Bristol Circle and Winston Churchill Boulevard, including lands fronting the easterly half of the QEW Highway corridor, are reserved for a transitional employment use area.

A municipal park is established in the central area of the District, adjacent to a ‘Natural Area’ designation and an open space linear corridor. A second ‘Natural Area’ designation is located in the

southeast quadrant of the District. All 'Parkland' and 'Natural Area' designations are subject to the Greenlands policies under Part D, Section 4 of this Plan.

c) Special Policies

- i) A continuous landscaped buffer shall be established along Winston Churchill Boulevard, Dundas Street, the Highway 403 link, and on the lands fronting Upper Middle Road East. Direct access to these roads is discouraged.

2.5 WINSTON PARK WEST EMPLOYMENT DISTRICT – FIGURE “EMP. E”**2.5.1 POLICY STATEMENT****a) Location**

As set out in Figure “EMP.E”, this District is bounded by Dundas Street on the north, the QEW Highway on the south, the Highway 403 link on the east, and on the west by the northerly extension of North Service Road and the easterly limits of the Iroquois Ridge North Community.

b) Land Use

It is the intent of this Plan to create a prestige employment generating District, taking advantage of direct accessibility and exposure to a major Regional transportation network, and integrating development with the area’s significant natural features and open space amenities.

The majority of employment lands within the District will be utilized for light employment uses. No general employment use area is established in the District, and only one area is to be reserved for transition employment uses, located west of Ninth Line, north of the east-west open space linear corridor running through the District.

The transition employment area is separated from Dundas Street by a small Arterial Commercial designation. A much larger block of Arterial Commercial lands is designated on the east side of the Ninth Line at Dundas Street.

Arterial Commercial uses will also be established at the south end of the District, on lands east of Ninth Line between Upper Middle Road and the QEW Highway, and on the north side of Upper Middle Road.

The majority of lands west of Ninth Line and Ford Drive are designated for natural area and open space uses, dominated by the Joshua’s Creek Valley system. The east-west linear open space corridor running through the center of this District will provide a continuous open space greenway link to the Ninth Line Woods Natural Area east of Ninth Line, and Parkway Belt lands adjacent to the 403 Highway.

All natural Area, Parkway Belt, and Private Open Space designations are subject to the Greenlands policies under Part D, Section 4 of this Plan.

c) Special Policies

- i) Development will reflect an orientation to the open space system through the integration of building, siting and design with open spaces, and through the development of pedestrian and cycleway linkages on both public and private lands, to form a continuous and connected pedestrian open space link network.
- ii) A pedestrian walkway and cycleway network will be encouraged throughout the District to minimize internal vehicular traffic movements. It will include sidewalks and cycleways integrated with the road system.
- iii) The proposed road system is intended to be flexible in terms of specific locations. The alignment of new roads as shown on Figure EMP.E may be modified in the interests of achieving desirable and appropriate urban design and subdivision patterns.
- iv) Notwithstanding Part C, Table 1, "Functional Road Classifications" of this Plan, a collector road in the District shall have a right-of-way of 26 metres.
- v) Proposals for development adjacent to Dundas Street will have regard for the recommendations of a corridor protection design study completed by the Region of Halton.
- vi) Direct access to arterial commercial use areas shall be provided from roads other than Dundas Street, Upper Middle Road, Ninth Line or Ford Drive. Restricted access may be considered from these roads subject to traffic impact study.
- vii) Prior to any new development (other than expansions to existing uses) receiving final approval in the District, as part of any development application, a traffic impact study will be carried out by a qualified consultant acceptable to the Town, to be completed and accepted by both the Town of Oakville and the Region of Halton.

- viii) An urban design study for development of each of the arterial commercial use areas will be completed to the satisfaction of the municipality before development is permitted.

The plan envisages a pedestrian walkway/cycleway network of connected public and/or private open spaces in the Private Open Space area, which will provide an open space link between the Iroquois Shoreline Woods Park and the Joshua's Creek Valley system.

- ix) Alternatives to large, permanent, impermeable areas of surface parking will be encouraged. Where surface parking is required, it will be screened from public view along all roads by a landscaped buffer.
- x) Development of the District area shall be on the basis of full urban wastewater collection and water facilities.
- xi) The lands to which the District Plan applies may be used on an interim basis. The appropriateness of proposed interim uses will be evaluated by the municipality insofar as they do not prejudice the long-term implementation of the District Plan. A temporary use zoning by-law and site plan approval shall be required before the interim use is allowed. In no case will the interim use unreasonably delay the normal progression of growth.
- xii) Deferral of Lands Owned by Ontario Hydro and Ontario Realty Corporation

The deferred lands will be subject to further Council consideration prior to any development taking place on the deferred lands. An Official Plan Amendment will be required to establish appropriate land use designations and policies on the deferred lands prior to development being permitted on those lands.

2.6 MIDTOWN CORE DISTRICT - FIGURES EMP. F, EMP. F1 AND F2

2.6.1 GENERAL

a) Location

The Midtown Core District is bounded on the east by Eighth Line and Chartwell Road, on the south generally by the Canadian National Railway and a small part of Cornwall Road, on the west by the Sixteen Mile Creek, and on the north by the Queen Elizabeth Way and the Morrison-Wedgewood Diversion Channel immediately north of the Oakville Place Regional Shopping Centre.

b) Evolution of the Midtown Core

The Midtown Core is substantially developed, although there remains a number of vacant developable properties. Some of the existing development is derelict, while other sites are underutilized. Much of the existing industrial development is nearing obsolescence, and is ready for substantial redevelopment. The transitional nature of the area does not present a consistent and unified image in keeping with the reputation of Oakville throughout the Greater Toronto Area, especially along the Queen Elizabeth Way corridor.

The Midtown Core, because of its excellent accessibility and visibility, has the opportunity to fulfill the role of a key urban gateway to the Town of Oakville. It is the intent of this Plan to guide the redevelopment of the area over time as a focus for higher intensity land uses, including a variety of employment generating land uses such as retail and service commercial uses, offices, institutions, industries, entertainment and cultural uses and residential uses. As in other areas of the Town of Oakville, the Midtown Core will be influenced by changing economic, social and demographic conditions. Development in the Midtown Core will respond to these influences.

The policies of this Plan and companion Midtown Core Urban Design Guidelines will enable the Town of Oakville to review development applications in the context of a comprehensive plan well into the future. It is intended that as development and redevelopment occur, the overall image of the area will be substantially improved.

c) Land Use Concept

This Midtown Core Plan sets out the long term planning objectives, concept and broad development framework for the area.

The Plan is based on the following:

- i) an overall urban design strategy to improve the appearance of the Midtown Core as a regional landmark and Oakville's "front door" or "gateway";
- ii) recognition of the long-term development potential of the Oakville Place Regional Shopping Centre;
- iii) a general expansion of the permitted industrial and commercial land uses east of Trafalgar Road in order to promote their development/redevelopment;
- iv) the establishment of a significant mixed-use centre (including residential, retail and office commercial land uses) primarily in the Cross Avenue - Argus Road - Oakville GO Station area that takes advantage of the regional accessibility and prominence of this location.

d) General Development Objectives

The following general objectives will guide the development and redevelopment of the Midtown Core.

- i) Urban Structure
 - a) To facilitate the development and redevelopment of the Midtown Core in a comprehensive and progressive manner.
 - b) To promote the evolution and growth of the Midtown Core as a focal point of development and redevelopment according to Oakville's existing and planned urban structure.
 - c) To ensure that the long-term objectives of the Town in establishing a 'Regional Centre' within the Midtown Core are maintained and protected, while allowing individual projects to proceed in a compatible and timely manner.

- d) To promote the Cross Avenue - Argus Road - Oakville GO Station area as the central focus of the Midtown Core, able to capitalize on the existing and planned transportation network.

ii) Land Use

- a) To ensure that the land uses developed within the Midtown Core will complement and contribute to the vitality of the entire Town of Oakville.
- b) To encourage the provision of a complete range of commercial, industrial and institutional businesses, services and facilities located within the Midtown Core in keeping with the planned urban structure and the needs of the Town's resident population.
- c) To provide for medium and higher density, mixed use and street-oriented development, including residential, retail and employment uses within the Cross Avenue - Argus Road - Oakville GO Station area.

iii) Urban Design

- a) To ensure that the Midtown Core Urban Design Guidelines that accompany this Plan will guide the developers, builders and the municipality in achieving the land use concept.
- b) To provide attractive streetscapes through attention to the design of the public realm, built form, and the relationship between private development and public areas.
- c) To encourage interesting and innovative urban design and built form, wherever feasible and appropriate.
- d) To ensure that neighbouring developments are physically compatible and respect existing conditions.
- e) To establish and confirm the details of all new development and redevelopment through the preparation of implementing plans of subdivision or condominium, zoning by-laws, site plans and development agreements.

iv) Environment and Open Space

- a) To protect the ecological health and integrity of existing river and stream corridors.
- b) To encourage environmental remediation measures within new developments, where appropriate.
- c) To establish components of the open space network within the Midtown Core that will extend throughout Oakville.

v) Transportation

- a) To establish and maintain a primary road system that provides high levels of accessibility and mobility to all users including automobiles, trucks, buses, cyclists and pedestrians and which operates at satisfactory levels of safety, efficiency and reliability.
- b) To establish primary and secondary road and transit systems which complement and support Oakville's urban structure and land use patterns.
- c) To provide for continuous walkway and bike path systems to link public open spaces, residential areas, employment areas, community and recreation facilities.
- d) To encourage travel demand management practices and the increased utilization of public transit facilities and services in order to reduce traffic congestion, energy costs and pollution and to foster greater efficiency in the operation of the overall transportation system.
- e) To plan well in advance, in cooperation with the Region and the Province, for capital expenditures to ensure that infrastructure improvements are carried out at the appropriate time to promote the development of the Midtown Core.
- f) To reserve and protect future major roadway and transit rights-of-way.

- vi) Water, Stormwater and Sewer Services
 - a) To plan for the improvement and/or extension of water, stormwater and sewer services to accommodate development as it occurs throughout the Midtown Core.
 - b) To provide for a system of stormwater management that will be designed to protect lands and receiving waters within and outside the Midtown Core from the detrimental effects resulting from increased levels and rates of runoff.

2.6.2 LAND USE PLAN

a) General

- i) The Midtown Core is intended to remain a mixed use area, focused on employment generating land uses. Its role as a 'Regional Centre' and a transportation/transit hub will be enhanced over time. The policies of this Section of the Plan refer to Figure "EMP. F", which identifies the land use designations and Figure EMP. F1 which identifies the height and density permissions.
- ii) Urban Design Guidelines have been developed which apply to all lands within the Midtown Core Plan Area and which also apply to surrounding lands within the QEW East Employment District and the Old Oakville Community which are contained within the Study boundaries of the Midtown Core Land Use Planning Study (March 29, 1999).

The Urban Design Guidelines are established and contained within Part C of the Midtown Core Land Use Planning Study, dated March 29, 1999. The Town shall ensure that all developments adhere to the Oakville Midtown Core Urban Design Guidelines and the policies of this Plan. The Midtown Core Urban Design Guidelines will be implemented through the implementing zoning by-laws and through site plan control. Urban design policies applied to all development in all designations within the Midtown Core include:

Built Form:

- a) buildings should be designed to front adjacent streets and to provide interest and comfort at ground level for pedestrians. In instances where through lots are provided, buildings shall be designed so that all elevations facing a street present a 'front' elevation
- b) loading areas are not considered appropriate in any yard facing a street, unless they can be adequately screened from view, to the satisfaction of the Town;
- c) parking lots should be carefully sited to avoid unattractive parking lot views from adjacent residential neighbourhoods, the Queen Elizabeth Way, Cornwall Road and Trafalgar Road;

Streets:

- d) the street and block pattern should be enhanced with additional roads and lanes to establish a broader range of lot sizes and to maximize lot frontage;
- e) all streets should be designed primarily for vehicular circulation, while allowing for increased pedestrian use as the area grows and matures;
- f) every street should be designed to accommodate street trees;
- g) transit stops/stations should be located near key intersections;

Pedestrian Realm:

- h) urban squares and open space linkages should be distributed throughout the area east of Trafalgar Road as development occurs. These facilities should be linked together and connected with the broader Oakville open space network; and,
 - i) pedestrian amenity should be enhanced along all streets, and especially at key intersections.
 - ii) Maintenance and enhancement of the existing road pattern within the Midtown Core is important to maintain long-term development flexibility as this Plan evolves.

Figure EMP. F2 identifies the existing road pattern. Figure EMP. F2 also identifies new roads and other transportation infrastructure components that may be required to improve the continuity and connectivity of the road network in the future, certain of which are located within the QEW East Employment District boundaries.

Adjustments to the designated road pattern may be permitted without an Amendment to this Plan if the fundamental concepts of maximum continuity and connectivity are maintained and the changes do not negatively affect the overall transportation network.

- iii) Maximum building heights and maximum net development densities are identified on Figure EMP. F1, or specified in the policies of this Plan.
- iv) Outdoor storage is not permitted anywhere within the Midtown Core except that limited outdoor storage may be permitted on lands designated 'Employment' west of Chartwell Road, south of the QEW, subject to adequate screening, to the satisfaction of the Town.

b) West of Trafalgar Road

i) Regional Shopping Centre

- a) Only one Regional Shopping Centre is designated to serve the expected urban development area of Oakville. It is located in the northwest quadrant of Trafalgar Road and the Queen Elizabeth Way, as shown on Figure EMP. F. The planned size and function of the Regional Shopping Centre is designed to service the trade area of Oakville and may extend beyond the boundaries of Oakville.

It is intended that the shopping centre will achieve this "Regional" function in the future and will expand incrementally over time from its previous role as a sub-regional shopping centre.

b) Permitted uses

The "Regional Shopping Centre" designation permits:

- i) a broad variety of retail activities including department stores, specialized retail outlets, food and convenience stores;
- ii) offices and service commercial uses including service stations; and,
- iii) government, institutional, cultural and social facilities.

c) Policies

- i) The Community Shopping function for the College Park Community is provided by the Regional Shopping Centre to a maximum retail commercial floor space of 80,000 square metres. Through an application to amend the Zoning By-law to permit an expansion of the Regional Shopping Centre, the maximum permitted retail commercial floor space shall be established. Holding provisions may be utilized to ensure that required studies are completed and implemented to the satisfaction of the Town prior to any rezoning becoming effective and development proceeding. Proposals to amend the Zoning By-law shall be evaluated on the basis of the following:
 - a) a conceptual site plan which identifies how the proposed expansion relates to the existing centre and the adjacent residential neighbourhood to the west and north with respect to privacy, noise, signage, lighting, appropriate building height, location and height of parking structures, location and function of delivery routes and delivery bays, site access and site circulation; and,
 - b) a traffic impact study which identifies and addresses the timing of proposed future road infrastructure improvements relative to the proposed expansion and ensures there is

adequate capacity in the road system to accommodate any commercial expansion on the site.

ii) Mixed Use

- a) The "Mixed Use" designation west of Trafalgar Road as shown on Figure EMP F represents the key development area within the Midtown Core. The Plan allows for new development to maximize the potential of its location adjacent to the Oakville GO Station. It is the intent of this Plan to establish a lively and active mixed use district at this location.

Development in this area includes single use and mixed use developments characterized by high design standards. The visual attractiveness and consistent image of the area is of prime importance. Development related and scaled to the pedestrian is required on all lands within this designation.

It is estimated that, in the long-term, the lands in the mixed use designation could potentially accommodate 435,000 square metres (4.7 million sq. ft.) of Gross Floor Area for a combination of residential, office, retail and service commercial development.

The amount of (re)development potential provides the opportunity for the achievement of a substantive "Regional Centre" with market synergies existing among the various uses. In addition, the order of magnitude is sufficient to create an identity for this area that will set it apart from other areas in Oakville.

b) Permitted Uses

The "Mixed Use" designation permits medium and high density forms of housing at densities ranging from 31 to 185 units per site hectare. The following non-residential uses are also permitted:

- i) a broad variety of retail activities excluding retail warehouses; and also excluding department stores, large-scale retail uses and food supermarkets unless developed in accordance with a planned shopping center format pursuant to Part D, Section 2.5 b) ii) of the Official Plan.
 - ii) service commercial uses, hotels and restaurants;
 - iii) offices;
 - iv) commercial sports and recreation facilities;
 - v) public and institutional uses, including housing for senior citizens;
 - vi) cultural, entertainment and social facilities;
 - vii) non-profit clubs and organizations;
 - viii) private and commercial education facilities; and,
 - ix) community facilities such as parks, urban squares and open space linkages.
- c) Policies
- i) Notwithstanding the density limits identified on Figure EMP. F1, mixed use developments that include a residential component that equals between 25 and 75 percent of the Gross Floor Area, shall be permitted to have a maximum Floor Space Index of up to 2.0.
 - ii) In addition to the urban design policies identified in Section 2.6.2 a) ii) of this Plan, the following shall apply to all

development within the "Mixed Use" area west of Trafalgar Road.

- a) all development shall address the street such that a pedestrian friendly street environment is created, including buildings close to the street and the incorporation of urban squares. The implementing zoning by-laws will establish appropriate set backs, or build-to lines for development;
- b) on lots fronting onto Cross Avenue, residential uses are not permitted on the ground floor of buildings;
- c) reduced parking standards, based on shared parking for mixed uses may be permitted;
- d) all parking will ultimately be provided in underground or deck structures and, at that time, surface parking will be restricted. In the meantime, at grade parking lots should be provided in side or rear yards, reducing their visibility from the street. Implementing zoning by-laws may restrict the development potential of properties where surface parking is included on the site and will regulate the amount, location and screening of surface parking lots;
- e) all streets should be designed to provide high levels of pedestrian amenity while providing adequate accommodation for transit vehicles, cars and service vehicles;
- f) Cross Avenue should be transformed to reflect its role as a multi-purpose urban street which is

both a transportation corridor and a pedestrian oriented place;

- g) the pedestrian sidewalks should form a connected system of optional routes to, from and within this area;
 - h) pedestrian sidewalks shall be comfortable public environments which shall have defined standards of landscaped areas, paving, street trees, and other appropriate street furniture;
 - i) on lands designated 'Mixed Use' that are immediately adjacent to Trafalgar Road, new development in excess of 2 storeys in height shall be terraced; and,
 - j) a grade separated pedestrian crossing of Trafalgar Road may be appropriate in the future. As such, all new development on lands designated 'Mixed Use' that are immediately adjacent to Trafalgar Road shall consider the incorporation of this facility in their design.
- iii) On the property known municipally as 125 Cross Avenue, being the Trafalgar Village Shopping Centre, located on the north side of Cross Avenue, the following will apply:

The development or redevelopment of a community shopping center, in accordance with a planned shopping center format pursuant to Part D, Section 2.5 b) ii) of the Official Plan, will have regard for the Midtown Core District goals, objectives and land use policies established in Part E, Section 2.6 of the Official Plan, and the accompanying urban design guidelines referenced in Part E, Section 2.6 of the Plan. Notwithstanding the above, nothing contained within the Mid-Town Core urban design guidelines,

or within Section 2.6 of the Official Plan as it applies specifically to urban design guidelines or to the proposed local road network for the Midtown Core, will preclude the orderly and efficient development of a planned community shopping center format in accordance with Part D, Section 2.5 b) ii) of the Plan.

c) East of Trafalgar Road

i) General

The objective for development within the area east of Trafalgar Road is to allow for uses that are necessary to the overall employment generating function of the Midtown Core which may be space extensive, and which can take advantage of the visual exposure and good vehicular accessibility to the Queen Elizabeth Way, Trafalgar Road and the arterial road network. Land adjacent to Trafalgar Road, south of the Queen Elizabeth Way may also include a residential component.

The area east of Trafalgar Road will become, over time, an employment generating district that will look attractive from the Queen Elizabeth Way, and will act as an entrance to the residential districts to the north and south. Development adjacent to Trafalgar Road will enhance the character of the roadway, in combination with development on the opposite side of the street.

Development east of Trafalgar Road includes single use and mixed use developments characterized by high design standards.

ii) Permitted Uses

a) Mixed Use

The "Mixed Use" designation east of Trafalgar Road permits residential apartment units within mixed use buildings. Single use residential buildings shall not be permitted. The following non-residential uses are also permitted:

- i) a broad variety of retail activities excluding retail warehouses; and also excluding department stores, large-scale retail uses and food supermarkets unless developed in accordance with a planned shopping center format pursuant to Part D, Section 2.5 b) ii) of the Official Plan.
 - ii) service commercial uses, hotels and restaurants;
 - iii) offices;
 - iv) commercial sports and recreation facilities;
 - v) public and institutional uses, including housing for senior citizens;
 - vi) cultural, entertainment and social facilities;
 - vii) non-profit clubs and organizations;
 - viii) private and commercial education facilities; and,
 - ix) community facilities such as parks, urban squares and open space linkages.
- b) Arterial Commercial

The 'Arterial Commercial' designation permits:

- i) retail warehousing and Large Scale Retail Sale of Merchandise (which includes a broad variety of goods, merchandise, substances, articles or things that are offered or kept for sale directly to the public at retail, but specifically excluding a department store, a food supermarket or a grocery store);
- ii) offices;
- iii) service commercial uses, hotels and restaurants;

- iv) auto commercial uses (excluding auto body shops and auto wrecking/salvage yards);
 - v) commercial sports and recreation facilities;
 - vi) public and institutional uses;
 - vii) non-profit clubs and organizations;
 - viii) private and commercial education facilities; and,
 - ix) community facilities such as parks, urban squares and open space linkages.
- c) Employment

The 'Employment' designation permits:

- i) offices;
- ii) service commercial uses, hotels and restaurants;
- iii) neighbourhood and convenience retail commercial centres;
- iv) auto commercial uses (excluding auto body shops and auto wrecking/salvage yards);
- v) manufacturing, assembling, processing, fabricating, repairing, warehousing and wholesaling;
- vi) commercial sports and recreation facilities;
- vii) public and institutional uses;
- viii) non-profit clubs and organizations;
- ix) private and commercial education facilities; and,
- x) community facilities such as parks, urban squares and open space linkages.

iii) Policies

- a) The residential component of any development within the 'Mixed Use' designation east of Trafalgar Road shall not exceed 75 percent of the Gross Floor Area of any individual mixed use building.
- b) In addition to the urban design policies identified in Section 2.6.2 a) ii) of this Plan, the following shall apply south of the Queen Elizabeth Way:
 - i) on lands designated 'Mixed Use' that are immediately adjacent to Trafalgar Road, new development in excess of 2 storeys in height shall be terraced; and,
 - ii) a grade separated pedestrian crossing of Trafalgar Road south of the Queen Elizabeth Way may be appropriate in the future. As such, all new development on lands designated 'Mixed Use' that are immediately adjacent to Trafalgar Road shall consider the incorporation of this facility in their design.

2.6.3 THE OPEN SPACE NETWORK

i) General

- a) The open space network consists of lands designated "Natural Area" and "Open Space" on Figure EMP. F.
- b) These lands are to be retained/acquired by the Town of Oakville, and are to be integrated into an overall open space network as redevelopment occurs on adjacent lands.
- c) All new development will be required to dedicate parkland, or pay cash-in-lieu of a parkland dedication, in conformity with the policies of the Official Plan.
- d) The Town may acquire lands anywhere within the Midtown Core for the purposes of establishing a park, urban square or open space linkage.

- e) All parks, urban squares and open space linkages shall be designed and built to the satisfaction of the Town.
- f) Within the "Mixed Use" designation west of Trafalgar Road, an urban square of not less than .5 of a hectare in size shall be established on the north side of Cross Avenue, approximately adjacent to the Oakville GO Station. Over time, this urban square will become the focal point of the pedestrian network in this area and should complement adjacent retail, service commercial and residential land uses. This urban square will be incorporated into a development plan and acquired by the Town.
- g) All permitted uses on lands designated "Natural Area" or "Open Space" are to be operated or authorized by a public agency.
- h) Lands designated "Natural Area" on Figure EMP. F include:
 - i) lands associated with the valley and top-of-bank of the Sixteen Mile Creek;
 - ii) lands associated with the Lower Morrison Creek;
 - iii) lands associated with the Morrison-Wedgewood Diversion Channel;
- i) Lands designated "Open Space" on Figure EMP. F include:
 - i) publicly owned lands adjacent to major transportation facilities.
- ii) Permitted Uses
 - a) Permitted uses on lands designated "Open Space" include:
 - i) parks, urban squares and open space linkages;
 - ii) active or passive indoor and outdoor recreational uses;
 - iii) garden plots;
 - iv) greenhouses;

- v) conservation uses;
 - vi) cemeteries;
 - vii) plant nurseries;
 - viii) cultural uses; and,
 - ix) other special purpose uses and similar uses
- b) Permitted uses on lands designated "Natural Area" are subject to the policies contained in Part D, Section 4.3 "Natural Areas" of the Official Plan.

2.6.4 THE TRANSPORTATION NETWORK

i) General

- a) It is the intent of the Town to ensure that the road system and transit system operates safely, efficiently and reliably. The transportation network is identified on Figure EMP. F2.
- b) The road system is to accommodate all modes of travel, including automobiles, trucks, buses, bicycles and pedestrians.
- c) The road system and transit service functions must be developed in a cost-effective manner. Infrastructure should be affordable and funded through municipal taxes, development charges and/or other appropriate means.
- d) The primary purpose of the arterial road system and transit service functions to provide good accessibility to, from and within the Midtown Core.
- e) The primary purpose of the collector and local road system is to provide access to adjacent properties.
- f) Road connections to the Queen Elizabeth Way and Trafalgar Road which have been approved by the appropriate government authority will be permitted without further Amendment to this Plan.

ii) Roads

- a) Figure EMP. F2 identifies the existing and ultimate road network. The right-of-way widths for the various roads within the Midtown

Core are generally as follows:

- i) Freeway (the QEW) – to be determined by the Ministry of Transportation;
 - ii) Regional Primary Arterial Road – 35 to 47 metres;
 - iii) Major Arterial Road – 35 metres;
 - iv) Minor Arterial Road – 26 metres;
 - v) Collector Roads – 20 to 26 metres;
 - vi) Local Roads – 16 to 20 metres;
 - vii) Laneways - 7.5 metres.
- b) The road allowance widths identified in this Plan are approximate. In certain cases, widening of existing roads to the ultimate road allowance width shown may not be required. In some cases the right-of-way may need to be wider to accommodate engineering and/or design requirements for turn lanes at intersections, grade changes at overpasses or for drainage purposes. Final right-of-way requirements and the provision of daylight triangles will be determined during the review of development applications.
- c) A variety of potential new roads are conceptually shown on Figure EMP F2. Their exact location, configuration and place within the road network hierarchy will be determined during the development approval process. Further, all new road allowances shall be dedicated to the municipality during the development approval process.
- d) Streetscape design for all roads shall be subject to the Midtown Core Urban Design Guidelines.
- e) Individual direct access to Trafalgar Road or any arterial road shall be discouraged.
- iii) Transit
- a) The Town shall encourage the increased use of public transit by requiring, where appropriate and possible, transit supportive urban design, exclusive high occupancy vehicle lanes, retaining rights-of-way for off-street bus loops and on-street bus bays as well as

providing for bus shelters at bus stop locations.

- b) The arterial and collector road network shall be continuous such that it is conducive to the efficient routing of public transit.
 - c) The Town will take into account the requirements for a comprehensive and interconnected public transit network by ensuring that all development applications fully consider short and long-term transit opportunities.
 - d) A detailed traffic and transit operations study will be undertaken by the Town of Oakville in cooperation with the Region of Halton and GO Transit to determine the linkages between the inter-regional, regional and local transit systems, the level of service to be provided within the Midtown Core, the long-term space needs of the GO Station, the design parameters of the GO Station and the transit routes within the Midtown Core.
- iv) Parking
- a) Within the mixed use designation west of Trafalgar Road, surface parking will be restricted in order to assist in the creation of a lively and animated urban environment. Further, opportunities for off-peak street parking and off-peak shared parking within this area will be considered, subject to evaluation by the Town.
 - b) Implementing zoning by-laws shall establish the amount of parking required for each development.
- v) Cycling and Pedestrian Linkages
- a) A bikeway and pedestrian walkway system shall be required throughout the Midtown Core. These facilities will be designed to provide linkages between buildings, adjacent sites, surrounding areas and public streets, particularly those with transit facilities. These linkages are to be landscaped to high urban design standards with street trees, paving and other appropriate street furniture.
 - b) The development of all roads shall include safe, convenient and attractive facilities for cyclists and pedestrians.

- vi) Auto Reduction Measures
 - a) It is a basic objective of this Plan to encourage an increased use of transit in the Midtown Core. It is also intended that travel demand management measures will be encouraged. Both of these objectives are directed at reductions in the level of travel and dependence upon the automobile.
 - b) The Town will initiate actions recommended in the 1995 Oakville Transportation and Transit Study which involves individual and joint venture efforts with such parties as Oakville Transit, the Region, GO Transit and with developers, owners and tenants in the Midtown Core. It is the intent of the Town to develop, implement, facilitate and promote measures to increase the use of transit, cycling and walking and to reduce the use of low occupancy automobiles for trips, particularly peak hour trips to and from the GO Station.

Some of these measures include:

- i) promoting the use of public transit by employees;
- ii) promoting measures to foster higher vehicle occupancy;
- iii) assisting in organizing and promoting car pooling;
- iv) giving priority parking space assignments and/or reduced rates for car pools;
- v) varying hours of work to reduce peak hour loads;
- vi) participating in a Transportation Management Association; and/or,
- vii) other measures that may be identified.

2.6.5 PHASING

- i) General
 - a) The Midtown Core will be developed over a number of years. The review of all applications for development within the Midtown Core shall ensure the most efficient and economical use of existing and proposed infrastructure. The following criteria shall be considered

in the review of all development applications:

- i) the development contributes to, or can be appropriately integrated within the logical sequence of construction of all required sewer, water, stormwater and transportation facilities;
- ii) the development satisfies all requirements regarding the provision of parkland and other facilities;
- iii) the development conforms with the Town's 'Storm Drainage Criteria Manual'; and,
- iv) prior to any residential development being approved within the Midtown Core, School Boards in the Region of Halton shall be consulted.

ii) Monitoring

- a) The Town shall establish a formal program to monitor the level of development and associated traffic conditions within the Midtown Core.
- b) The Monitoring Program will address:
 - i) traffic volumes on key routes and at key intersections, based on periodic traffic counts in the area;
 - ii) the amount of floor space existing and proposed floor space for which zoning or site plan approval has been granted, and the status of development approvals, completions and occupancy;
 - iii) transit usage and modal split;
 - iv) population and employment generated by existing development and projected for approved not yet occupied development;
 - v) traffic accident reports;
 - vi) evaluation of traffic volumes and transit ridership in the context of available capacity;

vii) evaluation of accident information in the form of accident rates; and,

viii) evaluation of existing, planned and proposed development in order to allow for identification and planning of transportation improvements or to allow time to take steps to control the pace of development.

c) The regular monitoring program will take place annually, with major updates at intervals of five years.

2.6.6 IMPLEMENTATION

i) General

a) This Plan shall be implemented through, but not be limited to, the following measures pursuant to the appropriate sections of the Planning Act and the Development Charges Act:

i) the processing of individual draft plans of subdivision/condominium, part lot control exemptions and consents;

ii) the enactment of zoning by-laws;

iii) the preparation and approval of site plans in accordance with the policies of this Plan, including the execution of site development agreements;

iv) the use of holding zone provisions;

v) the establishment of a development permit regime;

vi) the dedication of parkland or cash-in-lieu of parkland; and,

vii) a development charge by-law is enacted.

ii) Requirements for Development Applications

a) In evaluating development applications throughout the Midtown Core, the Town shall consider:

i) the adequacy of proposed parking areas and access points and the impact of the proposed use on the operation of the

- provincial freeway and regional and local road networks;
 - ii) the traffic impacts on adjacent existing and/or approved land uses;
 - iii) the impact of the proposed use on the operation of the local, regional and inter-regional transit network in both the short and long-term;
 - iv) the availability of water and sewer services;
 - v) the suitability of the proposed stormwater management facilities;
 - vi) the degree of compatibility with adjacent existing and/or approved land uses in proximity to the proposed use; and,
 - vii) the urban design impacts of the proposed use on neighbouring lands and the compatibility of the proposal with the Midtown Core Urban Design Guidelines.
- b) Prior to the approval of any development application, the Town may require the preparation of any or all of the following studies:
- i) a traffic impact study;
 - ii) a transit impact study;
 - iii) a stormwater management plan;
 - iv) a master servicing study;
 - v) a master development and phasing plan;
 - vi) a landscape master plan;
 - vii) a noise impact analysis report and/or vibration impact analysis report for any proposed development within 300 metres of an identified Provincial Highway, arterial road or the CNR Line;
 - viii) a soil contamination survey of the lands;
 - ix) an archaeological survey of the lands; and/or,

- x) a comprehensive site plan dealing with some or all of the following matters:
 - the height and massing of buildings;
 - the distribution of uses and densities;
 - the relationship between streets and buildings;
 - the integration of development with transit services;
 - the pedestrian and vehicular circulation networks;
 - the parks and open space system;
 - the primary public entrances;
 - microclimatic conditions; and,
 - signage, streetscape amenity elements, lighting and site furnishings.

- iii) Zoning By-law
 - a) Zoning for the Midtown Core will be established in response to individual development applications. As such, and where required, all new development shall proceed by way of site specific zoning amendments.

 - b) The Town may designate a holding zone with the prefix 'H' and specify the future uses of these lands that, at the present time, are considered premature or inappropriate for development for any one or more of the following reasons:
 - i) community services and facilities such as sanitary sewers, stormwater management facilities, water supply, parks and schools are insufficient to serve the proposed development;

 - ii) transportation facilities are inadequate or inappropriate based on anticipated traffic;

 - iii) the number and/or location of access points to the site are inadequate and incapable of functioning safely and efficiently;

 - iv) where development relies upon other matters occurring first, such as the consolidation of land ownership, to ensure the orderly development of the project and/or the securing of funding for infrastructure, services or outstanding application processing fees;

- v) supporting studies as required on matters related to traffic, transit, soils, protection of any site features, environmental constraints or design features prior to development approval; and,
 - vi) removal of the 'H' prefix will depend on meeting the specific conditions as identified by Council within the holding zone by-law.
- iv) Site Plan Control
- a) All lands within the Midtown Core shall be subject to Site Plan Control.
- v) Subdivision Control
- a) Subdivision Control encompasses draft plan of subdivision/condominium, consents and part lot control exemptions.
 - b) Plans of subdivision/condominium shall only be recommended for approval which:
 - i) conform with the policies and designations of this Plan;
 - ii) can be provided with adequate services and facilities as required by the policies of this Plan;
 - iii) are not premature and are in the best interest of the municipality; and,
 - iv) comply with the Midtown Core Urban Design Guidelines.
 - c) Subdivision of land shall generally take place by plan of subdivision/condominium. Consents shall only be permitted:
 - i) for technical or legal purposes; or,
 - ii) where the municipality is satisfied that the consent will not prejudice the ultimate subdivision of land or the principles set out in this Plan and the Town's Severance policy.

- d) Part Lot Control exemptions shall generally be permitted for technical or legal purposes, such as the creation of easements and rights-of-way. Where used to create lots, Council shall be satisfied that all necessary agreements are in place to ensure that appropriate development occurs and that the municipal interest is protected.
- vi) Development Agreements
- a) Development Agreements based on the policies of this Plan and the findings of any other studies deemed necessary by the Town, shall be entered into by the benefiting parties and approved by the Town as a condition of the approval of development applications.
 - b) Such agreements shall ensure that the necessary approvals and the required contributions of funds, lands and commitments for services will be in place and operative prior to, or coincident with occupancy and use of land. Items which may be addressed in the Development Agreements include:
 - i) open space and environmental features;
streetscape features;
 - ii) water supply;
 - iii) wastewater collection;
 - iv) stormwater management;
 - v) road infrastructure improvements;
 - vi) road right-of-way dedications; and,
 - vii) other utilities.
 - c) If difficulties or undue delays are encountered with respect to the preparation of the required Development Agreements among two or more proponents, the Town may be requested to attempt to resolve such difficulties or delays. Where resolution of such problems is not deemed feasible by the Town or is not possible even with the Town's intervention, the Town may approve alternative mechanisms to satisfy the intent of the applicable policy.

- vii) Development Permits
 - a) Upon authorization of a system permitting the use of Development Permits, the Town may, in accordance with the authority, implement this Plan in part or whole by the use of a Development Permit regime independent or supplemental to its powers of implementation as described herein.

2.6.7 INTERPRETATION

- i) General
 - a) This Plan is a statement of policy. It is intended as a guide to the development of the Midtown Core. Some flexibility in interpretation is permitted, provided the general intent of the goals and policies of this Plan are maintained.
 - b) The various items identified on Figures EMP. F, EMP. F1 and EMP. F2 are intended to show general areas and the boundaries are flexible and may vary without Amendment to the Plan, except where designations are established by fixed boundaries such as river valleys and roads or where specifically stated to be fixed in the policies of this Plan.
 - c) Where lists or examples of permitted uses are provided, they are intended to indicate the possible range and type of uses that are to be considered. Specific uses not listed, but considered by the Town to be similar to the listed uses and to conform to the general intent of the applicable land use designation may be recognized as a permitted use and recognized in the implementing zoning by-law.
 - d) Minor variations from numerical requirements in the Plan may be permitted without an Amendment provided that the general intent of the Plan is maintained.
- ii) Status of Existing and Previously Approved Land Uses
 - a) Existing land uses throughout the Midtown Core are expected to continue to exist in the short to mid-term, and in some cases, in the long-term. Therefore, uses permitted prior to the approval of this Plan shall be deemed to conform to this Plan.
 - b) Minor extensions or expansions of such uses shall be permitted without Amendment to this Plan, provided that the intent of this Plan is not compromised and the tests prescribed by part c) below,

are met. In consideration of such matters particular attention shall be given to ensuring that:

- i) the road pattern envisioned by this Plan is not compromised or precluded in the long-term by the expansion or change; and,
 - ii) the expansion or change improves an existing and identified problem.
- c) Before making any decision on an application, the following requirements (or any of them, as considered relevant to each specific application) shall be fulfilled in order to safeguard the wider interests of the general public:
- i) that the proposed expansion or enlargement of the existing use shall not unduly aggravate the situation created by the existence of the use, especially in regard to the requirements of the zoning by-law;
 - ii) that the characteristics of the existing use and the extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odour, lighting, parking and traffic generation;
 - iii) that the neighbouring uses will be protected where necessary by the provisions for landscaping, buffering or screening, devices and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects caused by outside storage, lighting or advertising signs;
- Such provisions and regulations shall be applied to the proposed extension or enlargement and, where feasible, shall also be extended to the existing use in order to improve its compatibility with the surrounding area; and/or,
- iv) that in all cases where an existing use seriously affects the amenity of the surrounding area, consideration shall be given to the possibility of ameliorating such conditions, as a condition of approving an application for extension or enlargement of the existing use, especially where public health and welfare are directly affected.

3. PROPOSED COMMUNITY AND DISTRICT PLANS

General

- a) Individual district or community plans will be adopted by amendment to this Plan and will be supported by detailed background studies.
- b) A public participation program will be undertaken throughout the secondary planning process to consult with the public and to inform them of the secondary plan. The public participation program may include the establishment of a stakeholders advisory committee.

3.1 GUIDELINES FOR RESIDENTIAL COMMUNITY PLANS

- a) Detailed residential development policies are to include at least the following:
 - i) Population, density and unit type, by area;
 - ii) Neighbourhood structure.
- b) Commercial Policies will:
 - i) define the type of uses permitted;
 - ii) locate appropriate sites;
 - iii) establish specific design, site size or floor area criteria.
- c) Institutional Policies will:
 - i) include an analysis of school needs by number and location;
 - ii) include an analysis of other institutional need (e.g. places of worship).
- d) Open Space Policies will:
 - i) determine appropriate locations for lands and facilities;
 - ii) develop an interconnected pedestrian path and bikeway system;

iii) identify environmental planning areas in accordance with the policies of the Plan.

e) Transportation Policies will:

- i) identify and locate all arterials and collectors by classification, width, and lane requirements;
- ii) recognize special features such as railway grade separations, transit facilities, etc.

f) Servicing Requirements will include:

- i) a stormwater management plan;
- ii) water and sanitary sewer servicing availability.

g) Special Policies may include:

- i) urban design criteria;
- ii) market, environmental, or transportation impact studies;
- iii) specific environmental policies;
- iv) special community facilities;
- v) energy conservation policies;
- vi) utility considerations;
- vii) other appropriate guidelines as determined by Council.

3.2 GUIDELINES FOR EMPLOYMENT DISTRICT PLANS

a) Land Use Policies will include:

- i) definition of various types of employment land uses, and may include other types of uses where deemed appropriate;
- ii) location of specific land uses.

b) Transportation Policies will include:

- i) identification of arterial and collector road patterns, classifications, widths and lane requirements;
 - ii) public transit access policies where applicable.
- c) Servicing Requirements will include:
 - i) a stormwater management plan;
 - ii) water and sanitary sewer servicing availability.
- d) Special Policies may include:
 - i) environmental planning area policies;
 - ii) urban design criteria;
 - iii) any other special policies deemed appropriate or necessary by Council.

4. SPECIAL STUDY AREAS - SPECIAL STUDY AREAS ARE SHOWN ON FIGURE "B"

Introduction

The purpose of this section is the creation and application of a Special Study Area designation for specific areas of the Town. Due to the complexities of existing land use or the uncertainty of certain key land use or transportation elements, no specific designation can be derived in advance of more detailed studies. The following outline of specific areas gives boundaries and a general description of the key factors to be studied. This section shall not be construed as limiting the range of land use or policy considerations for any special study area.

4.1 URBAN AREA – NORTH OAKVILLE SPECIAL STUDY AREA

a) Vision

North Oakville's development should 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.

b) Purpose

It is the intent of these policies to guide the development of the North Oakville Special Study Area to include a variety of residential, employment, commercial, institutional and open space uses.

c) Boundaries

The boundaries of the Special Study Area are:

North – Hwy. 407 and Town Boundary east of Sixth Line

South – Dundas Street

East – Ninth Line

West – Tremaine Road

d) Background

The Town shall develop two secondary plan studies, one for the area east of Sixteen Mile Creek and one for the area west of Sixteen Mile Creek, to implement its objectives for the development of this area. In the preparation of the secondary plans and related background studies, consideration shall be given to the detailed analysis which have already been undertaken for the North Oakville Special Study Area, particularly in the following studies:

- The North Oakville Natural Heritage Inventory and Analysis that was adopted by Council in June, 1999 and revised November 2000.
- The North Oakville Strategic Land Use Options Study that Council adopted in August 2000 identified a general land use plan for the Special Study Area together with a population target of 55,000 and an employment target of 35,000 on 900 net hectares of land.

e) General Development Objectives

The following general development objectives will guide the future urban development of the Special Study Area including the protection and enhancement of natural features and the preparation of the secondary plans for each community.

The development of this area will be in accordance with all provincial policies, including provincial smart growth principles, and with all Regional Official Plan policies as set out in the Halton Region Official Plan as amended. All secondary plans for this area shall conform to the ROP policies and designations with respect to Urban Area, Nodes, Greenlands A, Greenlands B and Parkway Belt Corridors as set out in the Regional Official Plan.

Environment and Open Space

1. To establish as a first priority of the Town a natural heritage/open space system to protect, preserve and, where appropriate, enhance the natural environment, the majority of

which is in public ownership, by evaluating through the Subwatershed Study all natural features and functions including but not limited to all those identified in the North Oakville Natural Heritage Inventory and Analysis as Categories 1 to 5 and east-west linkages, (shown conceptually on the natural heritage system plan from the Natural Heritage Inventory and Analysis in Part F, Appendix IV to this Plan, which is provided for reference purposes only) which protects and enhances the existing natural environment. Figures F1 and F2 as amended as per Part E Section 4.1e) Environment and Open Space shall be finalized and used as the guiding conceptual study, concurrent with the secondary plan(s) approval process.

2. To create a sustainable natural heritage/open space system which provides a balance between active and passive recreational needs and links to the existing open space system within the Town.
3. Through the Subwatershed Study, to identify and evaluate for protection and preservation all natural heritage features and functions including but not limited to all Category 1-5 areas identified in the North Oakville Natural Heritage Inventory and Analysis and ensure that any recreational use for those to be protected and preserved respects their functional role as natural areas within the ecosystem.
4. To incorporate measures intended to achieve the goals of environmental protection and enhancement, energy conservation and increased utilization of public transit.
5. All ESA's, ANSI's, (including ESAs and ANSIs related to the Trafalgar Moraine) provincially significant wetlands and significant woodlots be identified, protected and preserved within the Official Plan, subwatershed plans and all secondary plans for this area.
6. The boundaries and extents of the Natural Heritage features as identified in the North Oakville Natural Heritage Inventory and Analysis and generally delineated on Figures F1 and F2 will be amended *concurrent with the secondary plan(s) approval process*, to reflect the results of the *Subwatershed Study* and other relevant studies carried out by the Region as part of their Official Plan 5 Year review. The diversity of natural features in an area and the natural connections

between them should be maintained and improved where possible and protected as part of the secondary plan(s) approval process. The amended Figure F1 and F2 will be used as the basis of any secondary plan and appropriate natural heritage features and functions will be included in any secondary plans.

Residential

1. To create residential communities which complement the existing built form and incorporate the best community planning and urban design practices available while protecting and enhancing the area's natural heritage features.
2. To establish development densities that are consistent with the density established by the Halton Urban Structure Plan.
3. To reflect the land use objectives as set out within the Halton Urban Structure Plan (April 1994).
4. To provide for more efficient land use, lower servicing costs and energy conservation through the provision of a mix of housing forms and tenures.
5. To encourage a closer relationship between the workplace and home through land use planning decisions.

Employment

1. To create a number of employment districts which provide for a range of employment opportunities and access to the Region's major freeways, arterial road and transit systems.
2. To create a range of employment opportunities in residential, commercial and employment areas.
3. To encourage a range of employment uses to promote a live/work relationship.
4. To reflect the strategic land use objectives as set out within Halton Urban Structure Plan (April, 1994) especially regarding the high quality, prestigious employment type uses along the Provincial Freeways and the protection of urban separators.

5. To create employment districts which complement the existing built form and incorporate the best community planning and urban design practices available while integrating the area's natural heritage features.
6. To provide for more efficient land use, lower servicing costs and energy conservation through the provision of a mix of employment uses and tenures.
7. To plan for and promote higher order employment densities at appropriate locations that maximize employment opportunities.

Transportation

1. To create a system of roads and transportation corridors which promotes the safe and efficient circulation of vehicular traffic including transit and non-vehicular traffic.
2. To establish an efficient and linked pedestrian movement system (cycleways and walkways) that does not rely on the automobile to meet the recreational, shopping and commuter needs of daily life.
3. To establish a transportation system that complements and supports the existing and future urban structure and land use pattern.
4. To promote transit opportunities through community design.
5. To explore all modes of transportation including the use of HOV lanes on the existing and future road network in Oakville.

Servicing

1. To provide for water and wastewater services together with storm drainage works reflecting the requirements of the various levels of government together with the recommendations of the North Oakville subwatershed studies and attempting to minimize the impact on the natural environment.
2. To ensure that the development industry absorbs its share of the cost in the provision of the necessary infrastructure.

f) Proposed Communities/Districts

Within the North Oakville Special Study Area, four new communities are to be created as follows:

1. 407 West – employment district
2. Sixteen Hollow – employment district
3. Glenorchy – residential community/employment district
4. Joshua's Meadows – residential community/employment district

Figure G, 'Community Organization', includes the general location of the residential and employment uses for the land north of Dundas Street.

The identification of a dividing line between the residential and employment areas is not fixed and shall be finalized through the associated secondary plan process. The residential area on the north side of Burnhamthorpe Road, east of Fourth Line will be considered as a transitional area. This area will be considered for commercial, institutional and higher density residential uses.

The creation of each secondary plan will be in accordance with the policies as set out in Part E, Section 3 of this plan.

The Agricultural policies of this Plan shall apply to the Special Study Area north of Dundas Street until such a time as these lands have been developed.

g) Phasing

Figure C, Phasing Structure Plan of this Official Plan identifies the North Oakville Special Study Area as Phase 3 of the Urban Area.

The sub-phasing of each secondary plan in Phase 3 shall be established as part of the secondary plan process. Sub-phasing for each community can proceed independently of each other.

It is the intent of this Plan that:

- i) The development of the employment districts will be encouraged to occur concurrently with the development of nearby residential lands
 - ii) Progression of development is contingent on the availability and efficient utilization of public infrastructure and services
 - iii) Progression of development will follow a logical sequence generally south to north which will include sub-phasing
 - iv) Residential development shall proceed in a manner to ensure that adequate schools and health care facilities are provided in a timely manner.
 - v) Development will proceed in a manner which will be supportive of the early provision of transit services
- h) An existing single industrial use will be permitted to locate on the north side of Dundas Street, approximately 670 metres (2,200 feet) west of Regional Road 25.
- i) An existing second employment use consisting of an office with associated manufacturing and warehousing will be permitted on a 10.3 hectare parcel of land approximately 800 metres west of Regional Road 25 and approximately 700 metres north of Dundas Street with a driveway access only to Dundas Street.
- j) An existing, closed Halton Region Landfill site is located on the west side of Neyagawa Boulevard between Burnhamthorpe Road and Dundas Street. All development proposals within 500 metres of this landfill site shall meet the requirements of Guideline D-4, Land Use On or Near Landfills and Dumps, Ministry of the Environment, April 1994. No new developments shall be permitted within 30 metres of the landfill area.

4.2 KERR-COWAN SPECIAL STUDY AREA

- a) Boundaries
- North - Stewart Street
 - South - Herald Avenue and Normandy Road
 - East - Variable (see Figure "H2")

- West - Inglewood Drive

- b) Uses
 - i) Public activity area;
 - ii) Residential;
 - iii) Commercial;
 - iv) Mixed Residential/Commercial.
- c) Transportation Considerations
 - i) local circulation and access to commercial parking areas;
 - ii) separation of vehicular and pedestrian movement.
- d) Urban Design Considerations
 - i) creation of a viable focal point for the Kerr Street Shopping Area;
 - ii) improvement and coordination of street furniture and landscaping.

4.3 PALERMO MAJOR TRANSIT NODE SPECIAL STUDY AREA

- a) The four corners at the intersection of Dundas Street and Regional Road 25 are identified in the Halton Transit Opportunities Study as a major transit node.

The Palermo Transit Node is located on a regional transit corridor and will function as a major transit interchange, providing both the origin and destination for a high proportion of transit trips in the Region.

- b) The node will cover approximately 365 hectares and will support a wide range of high intensity land uses. It will be pedestrian oriented in its design.
- c) It is anticipated that the total residential population, to be distributed among the four corners, will total 20,000 - 25,000 persons. The employment population will total 20,000 - 25,000 persons.

- d) A major node will provide important services with a regional catchment area (hospitals, higher educational facilities, regional shopping centres, etc.).
- e) The supply and mix of services within this node will be an important factor in defining the node as major and in determining its overall character. In order to establish the form and configuration of land uses which will support regional transit opportunities and initiatives, a detailed land use, urban design, market and transportation study will be completed to the satisfaction of the Town prior to development of this area.
- f) Until such time that the Special Study has been completed and incorporated into the Official Plan, interim uses of a commercial nature that do not conflict with adjacent uses and which conform to accepted zoning standards shall be permitted in existing buildings.

5. PARKWAY BELT WEST PLANNING DISTRICT - FIGURES "B", "F1" AND F2"

Background

The Land Use Figures "B", "F1" and "F2" delineate the provincially initiated Parkway Belt West Plan as to its location within Oakville. The Province of Ontario is in the process of deleting substantial portions of the Parkway Belt West lands from its jurisdiction. These deletions will occur throughout the current planning period.

5.1

a) Policy

The development of those lands in the Town of Oakville that are affected by the Parkway Belt West Plan as indicated on Figures "B", "F1" and "F2" shall be governed by the provisions of the Parkway Belt West Plan, July, 1978, which forms part of this Official Plan and is attached hereto. In case of a discrepancy between this Plan and the Parkway Belt West Plan, the latter shall prevail.

b) Bronte Creek Provincial Park

Bronte Creek Provincial Park is a major Provincial Park located within the Parkway Belt West Plan. Provincial Parks are developed in accordance with the provisions of the *Provincial Parks Act*. Lands adjacent to the park shall be planned and developed with appropriate consultation with the Ministry of Natural Resources.

c) The Region of Halton Administration and Regional Police Headquarters is located in a General Complementary Use Area.

d) In the area south of the Halton Region offices, east of Regional Road 25, north of the North Service Road and west of the Deerfield Golf Course, the permitted uses are a prestige office/business park, hotel complex and associated shops/restaurants, private recreational facilities, and other public uses including public recreational facilities. An amendment to the Zoning By-law as well as a development agreement will be required to implement these uses. The following conditions shall also apply:

a) No uses are permitted which might create obnoxious sounds, odours, fumes or vibrations;

- b) All uses except parking are enclosed;
- c) Adequate parking facilities are provided on the lands for employees and visitors. These facilities shall be landscaped, suitably screened and paved with a dust-free all-weather surface;
- d) No outside storage of goods or materials is permitted.
- e) Setbacks for buildings and structures along the North Service Road shall be provided in accordance with the requirements of the Ministry of Transportation, the Town of Oakville, and the Region of Halton.
- f) Ample landscaping, tree planting and berms are provided on the setback area set out in clause (e) above, as well as on the remaining lands.
- g) Prior to the adoption of a zoning by-law amendment on the subject lands, a traffic impact study shall be prepared if requested by the Region of Halton or the Town of Oakville as part of the development process for the subject site.

6. LAKE ONTARIO WATERFRONT DISTRICT - FIGURE "B"

6.1 Policy

The portion of the Planning Area adjoining Lake Ontario will be developed with reference to the Regional Municipality of Halton Waterfront Plan (Amendment Number 1, Regional Municipality of Halton Official Plan) as well as applicable policies of this Plan. In case of any discrepancy between this Plan and the Regional Waterfront Plan, the provisions of the latter shall prevail.

PART F IMPLEMENTATION AND INTERPRETATION

1. IMPLEMENTATION

1.1 GENERAL

It is the intention of Council to implement this Plan by means of the powers conferred upon it by the *Planning Act*, the *Municipal Act*, and other such statutes that may be applicable. In particular, this Plan will be implemented by means of Restricted Area (Zoning) By-laws, the development of detailed community plans, and the construction of public works.

1.2 COMMUNITY AND DISTRICT PLANS

- a) The Town of Oakville urban area is divided into a number of residential communities and employment or business districts.
- b) Detailed Community Plans must be adopted, by amendment to this Plan, for all communities and districts shown on Figure "G", before urban development occurs.
- c) All community and district plans must conform to the general intent and purpose of this Plan.
- d) Notwithstanding the delineation of communities on Figure "G", a Community Plan may be prepared in two or more sectors where its physical characteristics make it appropriate to do so.

1.3 RESTRICTED AREA (ZONING BY-LAWS)

- a) Following the adoption of this Plan, Restricted Area By-law 1984-63 of the Town of Oakville, shall be reviewed and new standards developed to:
 - i) implement the land use provisions of this Plan;
 - ii) implement appropriate site standards to secure provisions of this Plan;
 - iii) bring all zoning categories into conformity with this Plan.

b) Bonus By-law Provisions

i) Oakville may make use of bonus zoning to authorize increases in height and/or density of development beyond that permitted by the comprehensive by-law in return for the provision of such facilities, services, or matters as are set out in the bonusing by-law. The use of bonus zoning shall be carefully controlled and shall only be undertaken after a thorough study of the effects of such a by-law. The Town may consider increased height and/or density with regard to the following matters and any other matters that secure the provisions of this Plan:

- provision of additional public parking;
- provision of additional open space;
- provision of Natural Areas;
- provision of improved access to public transit;
- provision of arcades and public walkways within development;
- provision of assisted or other low income housing;
- provision of public institutional facilities;
- protection of heritage buildings and features;
- protection of significant vistas and views;
- provision of affordable housing, above and beyond the basic requirement of 25%.

ii) A bonus by-law shall:

- contain the detailed development standards that would apply when the bonus is awarded. If the bonus is not awarded, the standards of the basic zoning category assigned to the site would apply. These standards, of course, must comply with the policies of this Official Plan.

- set out how these bonus standards relate to the conditions that are required to be met in order for the bonus standards to apply to the site;
- address the matters to be dealt with in the agreement. The reference in the by-law should not make the bonus award conditional on entering into the agreement. Rather, it should be clear that as part of the bonus being awarded and the bonus standards applying, the agreement will be entered into;
- be written in such a way to ensure that discretion cannot be applied. If the conditions to be met and bonus to be awarded are all agreed to and set out in an agreement, a further rezoning should not be necessary.

c) Holding Provisions

- i) A holding symbol may be used in conjunction with any land use zoning designation to specify the use to which lands, buildings or structures may be put at such time in the future when the holding symbol is removed by amendment to the Zoning By-law.
- ii) Council may affix a holding symbol with the prefix "H" to any lands within the Town of Oakville, and specify the future uses of those lands that, at the present time, are considered premature or inappropriate for development. A holding symbol may be used in the following situations:
 - community services and facilities such as sanitary sewers, stormwater management facilities, water supply, parks and schools are insufficient or unavailable to service the proposed development;
 - transportation facilities are inadequate or inappropriate based on existing or anticipated traffic;
 - the number and location of access points to the site are inadequate or incapable of functioning safely and efficiently;

- to ensure the implementation of policies for locations or developments requiring special design features;
 - to control the phasing of development or redevelopment, but not such that the affixing of a holding symbol could be contrary to the phasing provisions contained within the Official Plan;
 - to control the provision of commercial lands or uses in relation to market demand;
 - to ensure measures are in place to mitigate negative impacts from nearby land uses such as transportation and utility corridors, sewage treatment plants, landfill sites, and industrial uses;
 - to control the development and timing of development on contaminated lands;
 - where development relies upon other matters occurring first such as:
 - the consolidation of land ownership to ensure orderly development;
 - to secure funding for infrastructure, or services;
 - environmental investigation and clean-up;
 - to put into place a Development Charge By-law or front ending agreement subject to the *Development Charges Act*;
 - archeological resource investigation and recovery;
 - execution of development agreements;
 - measures to protect natural or environmentally sensitive areas;
 - to secure payment of outstanding processing costs.
- iii) The Holding Symbol By-law shall include uses which shall be permitted while the holding provision is in place. Such

uses shall be limited to the existing permitted use(s) on the property.

- iv) The Holding By-law will be amended by By-law to remove the holding symbol when the requirements for removal as set out in the Holding By-law have been met.

1.4 SITE PLAN CONTROL

- a) The municipality may require site plan approval of any development as permitted in the *Planning Act*, and subject to the provisions of Part C, Section 7.2 of this Plan.
- b) Aesthetics and functional design guidelines may be established from time to time to assist in the preparation of site plans and the massing and conceptual design of buildings.

1.5 MONITORING

The housing, employment, and financial position of the Town will be monitored periodically to ensure general conformity with the provisions of this Plan. Other monitoring programs may be developed to assess any aspect of the Official Plan.

2. **INTERPRETATION**

- 2.1 The policies of this Plan are directed towards a state of development that is possible in the next 20 years; however, complete development of the urban area is not demanded nor anticipated.
- 2.2 *The Regional Municipality of Halton Act* requires that every Official Plan and every by-law passed under Section 35 of the *Planning Act* or a predecessor thereof, then in effect in the Planning Area affected thereby shall be amended forthwith to conform therewith; and no Official Plan of a subsidiary planning area shall be approved that does not conform therewith. Where Goals, Objectives, and Policies of the Regional Plan conflict with this Plan, The Regional Plan shall prevail.
- 2.3 The boundaries between classes of land use designated in this Plan are intended to be only general, and not to define the exact limits of each such class unless these coincide with natural or man-made physical boundaries, such as major roads, rivers, or hydro rights-of-way. Adjustments may be made in respect of such boundaries in zoning by-

laws without the necessity of amending this Plan, so long as such by-laws conform to the general intent and purpose of this Plan.

2.4

- i) The unit per hectare density designations in this Plan may be varied by 5% without amendment to this Plan.
- ii) The final development density will be determined in the Zoning By-law.
- iii) The Plan recognizes that some blocks or areas may in fact already be developed at densities higher than those noted on the Community Plans. It is not the intent of this Plan to prohibit further development in these blocks or areas provided that any further development is in keeping with the existing built form and character and accords with the intent of the Community Plan.

2.5 The land use designations on Figure "B" may be refined in Community and District Plans provided the general intent of this Plan is maintained.

2.6 The alignments of roads designated on Figure "E" are diagrammatic, therefore an amendment to this Plan shall not be required for the minor realignment of roads provided the general purpose and intent of this Plan are maintained. The precise routes for new roads will be determined by future studies.

2.7 Adjustments may be made to the phase boundaries as shown on Figure "C" within the context of the various Community and District Plans provided the purpose and intent of this Official Plan are maintained.

2.8 Definitions

1. **Accessory Apartment** - Accessory apartment means a self-contained apartment created within a detached, semi-detached, multiple-detached or duplex dwelling, consistent with the Ontario Building Code and the Ontario Fire Code.
2. **Affordable Housing** - Affordable housing means housing which would have a market price or rent that would be affordable to households of low and moderate income. Households of low and moderate income are defined as households within the lowest 60% of the income distribution for the Toronto Housing Region. Affordable housing also indicates any Government assisted housing.

Affordable means annual housing costs (gross rent or mortgage,

principal and interest (amortized over 25 years and assuming a 25% down payment) and taxes), which do not exceed 30% of gross annual household income.

3. **Area** Definitions for Residential Communities

- i) **Absolute Gross** - Everything within the Town boundary of a described area.
- ii) **Gross** - Includes: Residential land (including land in the Parkway Belt under the special designation for Residential), Convenience, Neighbourhood and Community Shopping, Arterial Commercial, Local Parkland, all schools, local collector and arterial roads, Community Service Centre, institutions, utilities, churches and associated cemeteries, buffer zones, and private open space.

Excludes: Employment land, Parkway Belt (except parts under residential special designation), Sheridan College, hospitals, sub-regional shopping centre, Central Business District uses, non-local parkland, the Sixteen Mile Creek River Valley, expressways, Dundas Street, private schools, hotels and motels, sewage treatment plants, water purification plants, major hydro rights-of-way and pipeline easements, and all vacant or agricultural land.

- iii) **Net** - Includes: Residential land (including land in the Parkway Belt under the special designation for residential), Convenience and Neighbourhood shopping, parkettes, local parkland, elementary schools, local roads, minor institutions, minor utilities, churches, and associated cemeteries.

Excludes: All exclusions under gross plus Community shopping, Community parks, secondary schools, collector and arterial roads, public open space, Community Service Centre, and buffer zones.

- iv) **Site** - Includes: Residential lots or blocks only, excluding any public lands. In the case of development or redevelopment, any public land required to be dedicated or conveyed shall not be included for the purpose of calculating the site hectarage.

4. **Biodiversity** - means the variety of life in all forms, levels and combinations. It includes ecosystem and landscape diversity, species

diversity, and genetic diversity.

5. **Biota** - means all plant and animal life.
6. **Bona Fide Farmer** - A person who owns land whose principal occupation on it is the operation of a commercial farm in Oakville.
7. **Buffer Areas** - means the setbacks for development established around natural features, such as the 15 metre setback for development from the top-of-bank of major valleys.
8. **Commercial Farm** - means a farm which normally produces sufficient income to support a farm family.
9. **Contaminated Site** - means property or lands that have not been rehabilitated and for reasons of public health and safety or environmental quality, are unsafe for use as a result of human activities, particularly those activities that have left a chemical or radioactive residue. Such sites may include industrial lands, transportation facilities, and electrical facilities.
10. **Contaminated Soils** - means soils, for reasons of public health and safety or environmental quality, are unsafe for use as a result of human activities, particularly those activities that have left a chemical or radioactive residue.
11. **Defined Portions of a Dynamic Beach** – means those portions of the dynamic beach which are highly unstable and/or critical to the natural protection and maintenance of the first main dune feature and/or beach profile, where any development or site alteration would create or aggravate flooding or erosion hazards, cause updrift and/or downdrift impacts and/or cause adverse environmental impacts.
12. **Development** - means:
 - a) a new lot and/or increase in the number of permitted units on a lot, excluding:
 - i) the conversion or the change of use of an existing structure where the usability or size of the structure is not increased, or
 - ii) the creation of an apartment unit or other accommodation in an existing detached or semi-detached house;

- b) the construction, erection or placing of a building or structure excluding those contained within plans of subdivisions previously subject to environmental impact review;
- c) activities such as drainage works, except for the maintenance of existing municipal and agricultural drains, site grading, excavation, removal of top soil and peat, the placing and dumping of fill, which are subject to regulations under By-law 1994-40 (Placing and Dumping of Fill) and By-law 1994-41 (Topsoil Preservation);
- d) the making of an addition or alteration, in excess of 25 m² in size, to a building or structure that has the effect of increasing the size or usability thereof, subject to the exceptions as set out below.

The following are not considered development for the purposes of this definition:

- i) the replacement of an existing building at the same size, location and density,
- ii) activities that create or maintain infrastructure authorized under an environmental assessment process;
- iii) remedial works;
- iv) those works subject to the *Drainage Act*;
- v) good forestry practices in accordance with the *Trees Act*, and associated buildings and structures; and
- vi) any addition or alteration to a building or structure in excess of 25 m², that in the opinion of the Director of Planning Services, is unlikely to have a detrimental impact on the natural environment;
- vii) any other activity as determined at the discretion of the Director of Planning Services where any such activity is deemed to be minor in nature, has

negligible impact to the natural environment and meets the intent of Official Plan provisions.

13. **Dynamic Beach** – means areas of inherently unstable accumulations of shoreline sediments along the Great Lakes – St. Lawrence River System and large inland lakes. The dynamic beach hazard limit includes the flooding hazard limit plus a dynamic beach allowance.
14. **Ecosystem** - means systems of plants, animals, and micro-organisms, together with the non-living components of their environment, related ecological processes and humans.
15. **Ecosystem Approach** - The ecosystem approach recognizes the inter-relationships of all ecosystem components, and strives to create a balance between the physical, human and biological elements of the environment.
16. **Endangered Species** - means any indigenous species of fauna or flora that, on the basis of the best available scientific evidence, is indicated to be threatened with immediate extinction throughout all or a significant portion of its Ontario range. Endangered species are identified in Regulations under the *Endangered Species Act*.
17. **Erosion** - means a volumetric reduction of land by human-induced or natural processes.
18. **Erosion Hazard** – means the loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using the 100 year erosion rate (the average annual rate of recession extended over a hundred-year time span), an allowance for slope stability, and an erosion allowance.
19. **Established Standards and Procedures** - For development in the Lake Ontario regulatory shoreline means those principles, methods and procedures which are used and applied in current hydro-technical engineering practices, geo-technical practice and/or disciplines such as geology, geomorphology, botany and zoology. These include:
 - i) Floodproofing Standard which is defined as a method or procedure to address flooding hazards associated with lake levels, wave uprush and other water related hazards. Fulfilling the defined floodproofing standard involves the combination of appropriate and acceptable structural changes and/or adjustments incorporated into the basic design and/or construction or alteration of individual

buildings, structures, or properties subject to flooding so as to reduce or eliminate flood damages.

- ii) Protection works standard which is defined as a method or procedure to address flooding, erosion and/or other water related hazards. Fulfilling the defined protection works standard involves a combination of appropriate and acceptable structural and/or non-structural works which are intended to reduce damages caused by flooding, erosion and/or other water related hazards. Where protection works are considered appropriate and acceptable, they must be combined with an allowance to address slope stability and flood/erosion hazards.
 - iii) Access standard (ingress and egress) which is defined as a method or procedure to ensure safe vehicular and pedestrian movement during times of flooding erosion and/or other water related hazards.
20. **Fish Habitat** - means the spawning grounds and nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes.
21. **Flood(ing)** - means a temporary rise in the water level resulting in the inundation of areas adjacent to a watercourse or Lake Ontario not ordinarily covered by water.
22. **Flood Plain** - means the area, usually low lands, adjoining a watercourse which has been or may be covered by flood water.
23. **Flooding Hazard** – means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water.
- a) along the shorelines of the Great Lakes-St. Lawrence River System and large inland lands, the flooding hazard limit is based on the 100 year flood level plus an allowance for wave uprush and other water related hazards.
24. **Floodproofing** - means a combination of structural changes and/or adjustments incorporated into the basic design and/or construction or alteration of individual buildings, structures or properties subject to flooding so as to reduce or eliminate flood damages.

25. **Floor Space Index (or Floor Area Ratio)** – means the ratio of gross floor area to net site area.
26. **Ground Water** - means sub-surface water, or water stored in the pores, cracks, and crevices in the ground below the water table.
27. **Ground Water Recharge Area** - means an area in which there is significant addition of water by natural processes to ground water.
28. **Hazardous Lands** – means property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the Great Lakes – St. Lawrence River System, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the flooding, erosion or dynamic beach hazard limits.
29. **Hazardous Substances** - means substances which individually, or in combination with other substances, are normally considered to pose a danger to public health, safety and the environment. These substances generally include a wide range of materials that are toxic, ignitable, corrosive, reactive, radioactive or pathological.
30. **Head Water** - means the source area of a stream.
31. **Hydric Soils** - means soils that are characterized by an abundance of moisture, to the extent that the soils are either inundated or dominated by water tolerant vegetation.
32. **Hydrophytic Plants** - means vegetation commonly growing in water or in water-logged soil, and are water-tolerant.
33. **Infill** - means development on undeveloped or vacant lots within a built-up area.
34. **Intensification** - means new development or redevelopment in an established Community or neighbourhood at a density higher than that already established. This will particularly apply to low density residential areas in the Old Oakville and Eastlake Communities.
35. **Lands Adjacent** - means those lands:
 - i) contiguous to an identified natural feature or function;
 - ii) within the distance defined for a specific feature or area in a guideline or procedure established by the Province or

through comparable municipal evaluations.

36. **Natural Features** - includes natural areas and natural or restored corridors such as valleylands, ravines, river and stream corridors, the habitat of endangered species, threatened species and vulnerable species, significant natural corridors, significant woodlands, areas of natural and scientific interest, shorelines of lakes and watercourses, environmentally sensitive areas, and significant wildlife habitat.
37. **Net Gain** - when referring to fish habitat, means that there is an actual increase in the area and/or number of fish habitats through:
 - i) the creation of new fish habitat areas, or
 - ii) the expansion of and/or the rehabilitation of existing fish habitat areas.
38. **No Net Loss** - means a working principle by which the Ministry of Natural Resources strives to balance unavoidable habitat losses with habitat replacement on a project-by-project basis so that further reductions to Ontario's fisheries resources due to habitat loss or damage may be prevented.
39. **One Hundred Year Erosion Limits** - means the approved standards involving the combined influence of stable slope, 100 times the average annual recession rate, and an erosion allowance to define the erosion limits for regulatory purposes.
40. **One Hundred Year Flood** - for riverine Flood Plains means that flood, based on an analysis of precipitation, snow melt, or a combination thereof, having a return period of 100 years on average, or having a 1% chance of occurring or being exceeded in any given year.
41. **One Hundred Year Flood Level** - for Lake Ontario, means the peak still water level due to the combined occurrences of means monthly lake levels and wind set-up that is equaled or exceeded in 1% of all years.
42. **One Zone Concept** - means the approach whereby the entire Flood Plain, as defined by the regulatory flood, is treated as one unit, and all development is prohibited or restricted.

43. **Quality and Quantity** - Quality and quantity of water is measured by, but not limited to, indicators such as: minimum base flow, oxygen levels, suspended solids, temperature, bacteria, nutrients, hazardous contaminants, and hydrologic regime in accordance with policies and guidelines to be established by the Province.
44. **Significant** - means ecologically important to the natural environment in terms of amount, content, representation, or effect, thereby contributing to the quality and integrity of an identifiable ecological region or natural heritage system. Significance will be determined based on criteria and guidelines established by the province or the municipality.
45. **Stable Slope** - means the angle a slope would achieve when toe erosion and/or human activities are absent.
46. **Threatened Species** - means any indigenous species or fauna or flora that, on the basis of the best available scientific evidence, is indicated to be experiencing a definite non-cyclical decline throughout all or a major portion of its Ontario range, and is likely to become an endangered species if the factors responsible for the decline continue unabated.
47. **Vulnerable Species** - means any indigenous species of fauna or flora that is particularly at risk because of: low or declining numbers; occurrence at the fringe of its range or in restricted areas; or for some other reason, but is not a threatened species.
48. **Wave Uprush** - means the rush of water up onto a beach, bluff or structure following the breaking of a wave. The limit of wave uprush is the point of farthest landward rush of water onto the shoreline.
49. **Wetland Area** - means a single contiguous wetland which may be composed of one or more wetland types.
50. **Wetland Complex** - means two or more individual wetland areas along with their adjacent lands that are related in a functional manner and are grouped within a common wetland boundary. The whole complex is evaluated and classified, not its individual wetland area components.
51. **Wetland Functions** - mean the biological, physical and socioeconomic interactions that occur in an environment because

of the properties of the wetlands that are present, including but not limited to:

- i) ground water recharge and discharge;
- ii) flood damage reduction;
- iii) shoreline stabilization;
- iv) sediment trapping;
- v) nutrient retention and removal;
- vi) food chain support;
- vii) habitat for fish and wildlife; and
- viii) attendant social and economic benefits.

52. **Wetland Types** - means individual wetland ecosystems that have specific characteristics, and are commonly called marshes, swamps, bogs and fens.
53. **Wetlands** - means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case, the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens. Lands being used for agricultural purposes, that are periodically "soaked" or "wet", are not considered to be wetlands in this definition. Such lands, whether or not they were wetlands at one time, are considered to have been converted to alternate uses.
54. **Wildlife Habitat** - means areas of the natural environment where plants, animals and other organisms, excluding fish, survive in self-sustaining populations, and from which they derive services such as cover, protection or food.
55. **Woodlands** - are complex ecosystems of different tree species, shrubs, ground vegetation and soil complexes that provide habitat for many plants and animals. Woodlands is a general term which collectively refers to areas occupied by trees, treed areas, woodlots and forested areas.

APPENDIX I

GUIDELINES FOR ENVIRONMENTAL IMPACT STATEMENT

1. CONTEXT

An Environmental Impact Statement (EIS) will include the following:

1.1 A DESCRIPTION OF THE PROPOSAL

- a) What is proposed?
- b) The purpose of the proposal;
- c) The actual land use, existing land use regulations, and ownership on and adjacent to the proposed location;
- d) A general location map and site plan;
- e) Activities associated with the proposal that may have an environmental impact;
- f) The start and finish for undertaking the proposal and any phasing scheme for the proposal.

1.2 A DESCRIPTION OF THE EXISTING NATURAL ENVIRONMENT

- a) Complete a description of the existing natural environment that will be affected or that might reasonably be expected to be affected either directly or indirectly.
- b) This description shall include a biophysical inventory of terrestrial and aquatic communities as well as an inventory of existing man-made features and archaeological potential. The environmental inventory will vary significantly, depending on the nature of the application and the area affected.
- c) Describe the methodology and techniques selected to undertake the environmental inventory.

- d) The EIS should also include a statement of the environmental significance of the natural features, linkages between the features, and the natural processes within the proposed development area and the significance of their relationship to the ecosystem of the larger planning area or subwatershed.

1.3 *AN ASSESSMENT OF THE EFFECTS ON THE ENVIRONMENT*

- a) A description of the effects on the environment of the proposal shall include:
 - i) direct on-site effects to natural features and natural processes including consideration of the criteria for impacts to natural features set out in Part D, Section 4.3.2;
 - ii) off-site effects to natural features as set out in Part D, Section 4.3.2;
 - iii) effects transported to adjacent areas (e.g. sedimentation downstream and other surface water quality impacts);
 - iv) the cumulative effects of development on the ecosystem of the planning area or subwatershed;
 - v) effects on ground water quality and quantity;
 - vi) effects on the use of the natural features by people (e.g. walkways, nature paths, educational uses); and
 - vii) immediate and long-term effects.
- b) Provision of an explanation of the methods used to determine the effects on the environment.

1.4 *A DESCRIPTION OF MITIGATING MEASURES*

- a) Indicating in the assessment as many feasible mitigating measures as possible;
- b) Indicating those effects that can be reduced or eliminated by the various mitigating measures;
- c) Describing in detail the mitigating measures proposed to eliminate or reduce the effects. Examples include site plan modifications,

improved construction practices, relocation of the development, stormwater management, restrictive covenants in deeds, etc.

1.5 RECOMMENDATIONS

- a) The following recommendations should be made:
 - i) the advisability of proceeding;
 - ii) the opportunities for ecological restoration that will contribute to long-term viability of the area;
 - iii) the specific boundaries and appropriate buffers of natural features;
 - iv) the techniques or measures required for the management of the area.

2. **PROCEDURE**

- 2.1 When a proposal that may require an Environmental Impact Statement is made and/or received by the Town, it shall be submitted to the Planning Services Department and circulated to the Parks and Recreation Department, the Halton Region, and the appropriate Conservation Authority.
- 2.2 The Planning Services Department will determine if an EIS is required and advise the proponent of the main issues to be addressed. The Planning Services Department staff shall provide any available environmental data to the proponent, and clarify any concerns of the proponent regarding the content of the EIS.
- 2.3 The proponent will prepare and submit an EIS to the Planning Services Department. The Planning Services Department staff will circulate the EIS to the appropriate Town and Region departments, Conservation Authorities and other agencies, where appropriate, for comment and approval.

APPENDIX II

GUIDELINES FOR SUBWATERSHED PLANS

- A) Subwatershed studies shall, among other issues deemed relevant at the time, undertake to:
- 1) Define the watershed boundary of the watercourse under review;
 - 2) Identify property boundaries within the system drainage boundary;
 - 3) Identify the size and extent of the protected stream corridors based on the following criteria: flood plain limits, fill line, stable top of bank, setback from unstable slopes, and minimum vegetative buffer based on stream habitat;
 - 4) Define extensions to the stream corridor, if required, to link natural features and Best Management Practice (BMP) sites; Best Management Practice is referenced to current Provincial and Federal guidelines for stormwater management practices (Best Management Practices - BMP's).
 - 5) Develop plans to revegetate stream corridors as required. Cost estimates are not required for land which may be classed as hazard lands. Cost estimates for the value of all other land (corridor extensions, drainage routes, pond areas) will be provided;
 - 6) Prepare a detailed inventory of existing geology, hydrology, hydrogeology, limnology, aquatic resources and fish habitats, terrestrial resources and natural features, and other environmental data;
 - 7) Establish water quality and quantity targets in accordance with the Watershed Management Plan, if available;
 - 8) Determine base flows to maintain water quality and existing ecological conditions;
 - 9) Identify linkage of corridors, natural features, stormwater management facilities, and parks;

- 10) Recommend appropriate stormwater management techniques including the use of natural vegetative drainage corridors and headwaters areas;
- 11) Examine alternatives for implementation of current Provincial and Federal guidelines for stormwater management practices (Best Management Practices - BMP's) and identify base flow importance and augmentation potential for lands within minor system boundaries. Define major and minor system drainage routes and confirm feasibility (i.e. sewer slopes, outlets, etc.);
- 12) Select the most appropriate concept for BMP's and prepare the preliminary design in consultation with the Town and the Conservation Authorities;
- 13) Ensure the BMP concept recognizes the biological and ecological benefits of using natural vegetative or drainage corridors and linking the facilities into the overall corridor network;
- 14) Outline design guidelines and minimum criteria for BMP facilities to promote environmentally acceptable designs in future Stormwater Management plans.
- 15) Provide conceptual design criteria for the Stormwater Management facilities including land requirements and landscaping plan;
- 16) Estimate the construction and land costs associated with implementation of the facility, and define maintenance and operational requirements and costs of the facility(s);
- 17) Identify areas prone to flooding, erosion and natural hazards;
- 18) Define requirements and costs for erosion controls and cost estimates for required measures;
- 19) Prepare flood plain mapping on the portion of the tributary which would remain in a natural state based on the concept developed;
- 20) Identify areas for groundwater recharge and appropriate development policies;
- 21) Identify areas and boundaries of wetlands, and determine appropriate classifications;

- 22) Identify natural features and assess level of significance;
- 23) Identify woodlands and assess woodland significance including but not limited to: species, age, health, ecosystem linkages, and drainage;
- 24) Identify the form and constraints under which development may be permitted, in accordance with the policies of this plan;
- 25) Provide planning guidelines for development design and construction that provides sediment erosion control;
- 26) Establish procedures for monitoring aquatic and terrestrial quality and quantity before, during, and after development; and
- 27) Develop procedures and mechanisms for remediation of aquatic and terrestrial systems.

APPENDIX III

LANDS SUBJECT TO A PHASE I

ENVIRONMENTAL AUDIT

Lands Subject to an Environmental Audit shall include:

- i) industrial properties/employment zoning;
- ii) properties located adjacent to (i);
- iii) existing or former gas stations and adjacent properties;
- iv) commercial properties that include automotive repair facility or dry cleaning establishment (not distribution outlet);
- v) properties immediately adjacent to railroad tracks or underground pipelines (oil and gas);
- vi) properties formerly used for waste disposal and immediately adjacent properties;
- vii) properties used for storage and/or handling of toxic materials and immediately adjacent properties;
- viii) properties or facilities containing loose/friable asbestos; peeling lead based paints and radon gas emissions; and
- ix) properties upon which PCB transformers were located.