

20. MIDTOWN OAKVILLE

The interchange of Trafalgar Road and the QEW and the Oakville Station are major entry points to the Town and distinguish Midtown Oakville as a strategic location to accommodate both population and employment growth. The accessibility by major roads and local and inter-regional transit, combined with a large amount of vacant and underutilized land, provide the *infrastructure* and *development* opportunity to create a complete urban community comprised of a mix of high density residential and employment uses.

Midtown Oakville is one of 25 areas identified as an *urban growth centre* in the Province's *Growth Plan for the Greater Golden Horseshoe: Places to Grow, 2006* (the *Growth Plan*). *Urban growth centres* are to be *transit-supportive* regional focal areas that accommodate a significant portion of future population and employment growth in the *Greater Golden Horseshoe*.

The size and location of the Midtown Oakville *urban growth centre* was defined by the Province, in consultation with the Town. It is approximately 100 hectares in size and bounded by the QEW to the north, Chartwell Road to the east, Cornwall Road to the south and the Sixteen Mile Creek valley to the west.

The Oakville GO/VIA Station, the Town's primary hub for current and planned transit, anchors this *major transit station area*. Rail and bus connections currently service the area and major improvements to the local and inter-regional transit network are planned. In addition to improvements to the local bus network, there will be express commuter rail service and bus rapid transit corridors along Trafalgar Road and Highway 403. The bus rapid transit systems will originate in Midtown Oakville and connect with the broader Greater Toronto and Hamilton Area (GTHA) transportation network.

20.1 Goal

Midtown Oakville will be a vibrant, *transit-supportive*, mixed use urban community and *Employment Area*.

20.2 Objectives

As Midtown Oakville develops, the Town will, through public actions and in the process of reviewing planning applications, use the following objectives to guide decisions.

20.2.1 To create *transit-supportive development* by:

- a) ensuring the entire area is developed as a pedestrian-oriented environment focused on access to, and from, transit;

- b) improving internal road circulation and connections to, and through, Midtown Oakville for public transit, pedestrians, cyclists and vehicles; and,
- c) promoting a *compact urban form* with higher density and higher intensity land uses.

20.2.2 To create a vibrant and complete new community by:

- a) providing a mix of residential, commercial, employment, civic, institutional, cultural and recreational uses, complemented by public open spaces and public art, to attract different users throughout the day;
- b) directing *major office* and appropriate large scale institutional *development* to Midtown Oakville;
- c) ensuring high quality urban design that complements and contributes to the vitality of both Midtown Oakville and the Town;
- d) providing a transition between the concentration, mix and massing of uses and buildings in Midtown Oakville and neighbouring areas and properties;
- e) facilitating public investment in transit, *infrastructure* and civic facilities to support future growth; and,
- f) promoting *district energy* facilities and sustainable building practices.

20.2.3 To achieve required growth targets by:

- a) promoting and enabling the evolution of Midtown Oakville as an *urban growth centre* and the Town's primary Growth Area;
- b) ensuring a minimum gross density of 200 residents and jobs combined per hectare – a combined total of approximately 20,000 residents and jobs – by 2031 in accordance with the *Growth Plan*;
- c) providing opportunities for increased building height through bonusing; and,
- d) ensuring that *development* occurs in a comprehensive and progressive manner by monitoring key *development* indicators at regular intervals.

20.3 Development Concept

Midtown Oakville is comprised of five *development* districts. Each district shall have a distinct *character* in terms of land use and built form in accordance with Schedules L1, L2 and L3 and the following policies.

20.3.1 Station District

The Station District includes the transit-related and transit-supportive uses and facilities that define Midtown Oakville as a *major transit station area*. The station includes the train platform, station buildings, bus terminal and parking areas. The Town will work with Metrolinx to develop an eastward extension of the train platform across Trafalgar Road in order to enhance access to the station.

20.3.2 Trafalgar District

The Trafalgar District will develop as the focus of Midtown Oakville with a mix of office, civic, cultural and recreational uses and public spaces.

- a) Civic and community uses, complemented by a public plaza, are intended to become landmark features of the community and the Town.
- b) Along Cross Avenue, at-grade retail space is intended to serve the needs of residents, workers and visitors to Midtown Oakville, as well as contribute towards the creation of an active street life.
- c) Office uses shall be located close to the Oakville Station, providing easy and convenient connections for commuters.
- d) An event centre will provide recreational and leisure space.
- e) Trafalgar Road will have a distinctive identity, defined by landscaping treatments and building frontages that create an environment that supports and encourages walking within Midtown Oakville.
- f) A municipal parking garage will provide shared parking facilities for uses in the area.

20.3.3 Lyons District

The Lyons District shall evolve from its current focus on strip malls and large format retail uses into a compact mixed use neighbourhood. Cross Avenue is intended to be an attractive central spine animated by at-grade retail uses, cohesive streetscapes and open spaces that enhance the experience of the public realm. Taller residential buildings shall be located in the vicinity of Sixteen Mile Creek and the railway.

20.3.4 Chartwell District

The Chartwell District shall be a business campus providing space for employment activities that do not typically locate in high-rise office buildings. A diverse range of employment opportunities, including high-tech industries and innovative business and office uses, will be provided for. A post-secondary educational use shall also be

permitted in this area. The extension of Cross Avenue shall link this district to the rest of Midtown Oakville.

20.3.5 Cornwall District

The Cornwall District shall include a mix of uses that define the southern edge of Midtown Oakville and are *compatible* with the residential neighbourhood south of Cornwall Road. Commercial areas and active parkland will serve the needs of residents and workers in Midtown Oakville and the surrounding area. Taller residential and mixed use buildings shall be located in the vicinity of Sixteen Mile Creek and Trafalgar Road.

20.4 Functional Policies

In addition to the policies in Parts C and D of this Plan, the following functional policies apply specifically to Midtown Oakville.

20.4.1 Transportation

- a) Significant road, transit and active transportation infrastructure, to the Midtown Oakville as shown on Schedules C, D and L3, is needed to accommodate the growth the Town is required to achieve in Midtown Oakville. Many existing roads shall be realigned, widened, extended or replaced.
- b) The Town may secure rights-of-way on alignments as shown on Schedules C, D and L3 through the planning approval process. Final rights-of-way shall be consistent with the Midtown Oakville Class Environmental Assessment, 2014, and shall otherwise be determined through detailed transportation studies, environmental assessments where required, and the planning approval process.
- c) Subject to section 8.2.3, changes to the requirements, location or alignment of new transit services, roads and pedestrian and cycling facilities, as shown on Schedules C, D and L3, will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained and *intensification* opportunities are not precluded.
- d) The rights-of-way of future roads shall be required to achieve the maximum widths identified on Schedule L3.
- e) *Development* shall not preclude the following as contemplated in this Plan:
 - i) the realignment and extension of Cross Avenue from Lyons Lane to Chartwell Road as a multi-purpose arterial road;
 - ii) a new multi-purpose arterial road – the North-South Crossing – across the QEW to link to the extension of Cross Avenue, east of Trafalgar Road, and Station Road;

- iii) the future local road network as identified on Schedule L3;
- iv) a grade separation of Chartwell Road at the railway; and,
- v) grade separated pedestrian and cycling facilities, as shown on Schedule D, to be located across:
 - the QEW, east and west of Trafalgar Road; and,
 - the railway, east of Trafalgar Road.
- f) The extension of the rail platform to the east side of Trafalgar Road shall be encouraged to improve rail passenger access to and from the Lyons and Cornwall Districts. The Town will work with the Region and Metrolinx to study the associated impacts to traffic, and local and inter-regional transit operations, including parking.
- g) The design of existing and new roads in Midtown Oakville shall promote walking, cycling and transit use.
- h) *Development* shall promote safe, convenient and attractive pedestrian access to transit stops or stations. Barriers, such as boundary fences, shall be discouraged.
- i) The need for the future local road between South Service Road and the intersection of Cross Avenue and Lyons Lane, as identified on Schedule L3, shall be determined through the planning approval process.
- j) Parking
 - i) Parking structures are preferred for the provision of required parking.
 - ii) Surface parking lots are discouraged. However, where surface parking is provided, it shall be in the side or rear yard and the visual impact shall be mitigated by a combination of setbacks and significant landscaping in accordance with the Livable by Design Manual and the Designing Midtown document.
 - iii) Reduced parking standards may be considered in the implementing zoning.
 - iv) Individual driveway access to Trafalgar Road shall not be permitted.
 - v) Shared driveways and parking facilities shall be encouraged.
 - vi) Access to parking, service and loading areas should be from local roads or service lanes, and to the side or rear of buildings.
 - vii) Implementation of the Midtown Oakville Parking Strategy shall be undertaken.

20.4.2 Urban Design

- a) In addition to the urban design policies of this Plan, *development* and the public realm shall address the urban design direction provided in the Livable by Design Manual and the Designing Midtown Oakville document.
- b) Midtown Oakville shall be designed as a regional destination and an urban centre with a focus on creating a safe and attractive public realm that encourages walking, cycling and transit use. New development shall support this objective through its form, scale and detail.
- c) A network of public spaces, or varying sizes and activity, should be planned for Midtown Oakville to support residents and employees throughout.
- d) *Development* shall promote safe, convenient and attractive pedestrian access to transit stops or stations. Barriers, such as boundary fences, shall be discouraged.
- e) It is intended that some of the Town's tallest buildings locate in Midtown Oakville. These buildings shall be designed to the highest architectural quality and detail to create landmark buildings and contribute to a distinct skyline.
- f) Building Heights
 - i) Minimum and maximum building heights shall be permitted in accordance with Schedule L2 and the policies of this Plan.
 - ii) Additional building height may be considered in accordance with the applicable bonusing policies in this Plan.
 - iii) Minor reductions to the minimum building heights required by Schedule L2 may be considered as part of comprehensive redevelopment applications to allow flexibility in building and site design. Such consideration shall only be given where it can be demonstrated that the policies of sections 20.2 and 20.3 of the Plan are met and the planned *intensification* for the site(s) can be achieved.

20.4.3 Stormwater Management

Development within Midtown Oakville shall be required to implement stormwater management techniques in accordance with the policies of this Plan and the recommendations of the Midtown Oakville Class Environmental Assessment, 2014.

20.4.4 Growth Targets

- a) Midtown Oakville shall provide for a minimum gross density of 200 residents and jobs combined per hectare by 2031 in accordance with the *Growth Plan*. This translates to approximately 20,000 residents and jobs. A mix of approximately

5,900 residential units and 186,000 – 279,000 square metres of commercial and employment space is accommodated to provide for an estimated 12,000 residents and 8,000 jobs.

- b) For the purpose of gross density calculations, the *utility* corridor, railway, QEW interchange and Sixteen Mile Creek valleylands shall be excluded from the land area calculation.

20.5 Land Use Policies

Land use designations are provided on Schedule L1. In addition to the policies in Parts C and D of this Plan, the following policies apply specifically to Midtown Oakville.

- 20.5.1 Drive-through facilities proposed within any of the land use designations within Midtown Oakville will require an amendment to the Town's Zoning By-law and be subject to the following:
 - a) demonstration that the *development* of a drive-through facility does not preclude the planned function and *intensification* for a site;
 - b) conformity with the urban design policies in section 6;
 - c) the Town's Drive-through Urban Design Guidelines; and,
 - d) demonstration that the proposed drive-through facility:
 - i) does not change the *character* of the existing and planned streetscape;
 - ii) maintains the scale of the urban environment; and,
 - iii) does not compromise the safe and efficient movement of pedestrians and cyclists.
- 20.5.2 New automobile sales and automobile related uses, including automobile service stations, shall not be permitted.
- 20.5.3 On lands designated Utility within the Station District, only transit-related and transit-supportive uses and facilities, including passenger amenity areas and surface parking, which provide for the protection of the underground *utilities* may be permitted.
- 20.5.4 On lands designated High Density Residential north of the railway, there is no maximum residential density.
- 20.5.5 On lands designated Urban Core or Urban Centre, a creative centre to provide studio, office, exhibition, performance and retail space for the cultural community may also be permitted.

- 20.5.6 On lands designated Urban Core within the Lyons District the following uses may also be permitted:
- a) single-use buildings; and,
 - b) townhouses and stacked townhouses, with a minimum height of three storeys, in combination with permitted residential or mixed use buildings.
- 20.5.7 On the lands designated Office Employment within the Trafalgar District the following uses may also be permitted:
- a) civic uses, including government offices and a court house;
 - b) a public plaza appropriate for an array of public event uses;
 - c) a large-scale recreational facility of Town-wide or regional significance; and,
 - d) municipal parking facilities.
- 20.5.8 On the lands designated Office Employment within the Chartwell District, *educational facilities* affiliated with a college or university may also be permitted.
- 20.5.9 The minimum building height requirements applying to apartment buildings may be reduced to a minimum of two storeys for the portions of the buildings that incorporate common amenity and recreational space, and similar uses, which are ancillary to the residential use.
- 20.6 Midtown Oakville Exceptions – Schedules L1, L2 and L3**
- The following additional policies apply to certain lands on Schedule L1, Midtown Oakville Land Use, Schedule L2, Midtown Oakville Building Heights, and Schedule L3, Midtown Oakville Transportation Network.
- 20.6.1 The lands designated High Density Residential at the northwest corner of Cornwall Road and Old Mill Road are subject to the following additional policies:
- a) A neighbourhood shopping centre with a maximum of 930 square metres of gross leasable area may also be permitted.
 - b) A maximum of 2,300 square metres of non-retail service commercial area, including office and private recreational uses, may also be permitted.
- 20.6.2 The lands designated High Density Residential and known as 599 Lyons Lane are subject to the following additional policies:
- a) A maximum building height of 26 storeys may be permitted subject to the owner entering into an agreement under section 37 of the *Planning Act*.

- b) Underground structures, and above-ground architectural features, *utilities* and driveways, may encroach into the 15 metre setback, up to the nearest limit of the municipal right-of-way, subject to compliance with Conservation Halton requirements and regulations.
- 20.6.3 The lands designated Urban Centre and Community Commercial at the northeast corner of Cornwall Road and Trafalgar Road are recognized as permitting the existing commercial centre and are subject to the following additional policy:
- a) Redevelopment in this location may occur gradually in a phased manner and should:
 - i) provide an attractive gateway to Midtown Oakville and a transition to the established residential neighbourhood to the south; and,
 - ii) be a collection of buildings, diverse in design and *character*, and in harmony with each other.
- 20.6.4 The lands designated Urban Centre and Urban Core at the northeast corner of Cross Avenue and Lyons Lane, and known collectively as the Trafalgar Village Mall, are subject to the following additional policies:
- a) Redevelopment will occur gradually in a phased manner.
 - b) The proposed roads, as shown on Schedule L3, shall only be required as part of a comprehensive site redevelopment.
 - c) New large format retail and retail warehouse uses may also be permitted provided that they are located within mixed use buildings developed in conformity with this Plan.
- 20.6.5 On the lands designated Office Employment, known as 354 Davis Road, access shall be provided to the existing property at the time of construction of the future Cross Avenue and future ramp as identified on Schedule L3.

20.7 Implementation Policies

In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to Midtown Oakville.

20.7.1 Phasing/Transition

- a) *Development* will likely occur gradually over the long-term and be co-ordinated with the provision of *infrastructure*, including:
 - i) transit (conventional and rapid transit);

- ii) road network capacity;
 - iii) pedestrian and cycling facilities;
 - iv) water and waste water services;
 - v) stormwater management facilities;
 - vi) streetscape improvements; and,
 - vii) *utilities*.
- b) Initial phases of *development* shall not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form, or the transportation network on Schedule L3.
 - c) The uses and buildings that legally existed prior to the adoption of this Plan shall be permitted to continue, however, they are ultimately intended to be redeveloped in conformity with this Plan.
 - d) The redevelopment of existing low-rise commercial centres and uses may occur gradually in a phased manner. Notwithstanding the minimum heights shown on Schedule L2, building additions, alterations and/or replacements may be permitted, where they can be demonstrated not to preclude the long-term redevelopment of the property as set out in this Plan.

20.7.2 Bonusing

- a) The Town may allow increases in building height in the areas of Midtown Oakville delineated on Schedule L2, without amendment to this Plan, in exchange for the provision of public benefits as listed in section 28.8.2, and with priority given to those public benefits in section 20.7.2 c).
- b) Bonusing shall only be permitted if:
 - i) in conformity with section 20.7.1; and,
 - ii) supported by a transportation impact analysis which confirms that the additional *development* will not adversely impact the transportation network or, where cumulative impacts are identified, such impacts are accommodated through road and transit improvements which are to be provided through agreement by the applicant.
- c) Public benefits considered appropriate for the application of increased building height in Midtown Oakville include, but are not limited to:

- i) grade separated pedestrian and cycling facilities across the QEW, railway tracks or Trafalgar Road;
 - ii) community facilities such as:
 - a creative centre, including studio, office, exhibition, performance and retail space; and,
 - a library;
 - iii) improved local transit facilities and transit user amenities;
 - iv) parkland improvements beyond the minimum standards for public squares and plazas; and,
 - v) public art.
- d) For the purposes of bonusing in Midtown Oakville, there is no prescribed building height limit and no Official Plan amendment shall be required to increase building height as a result of bonusing.

20.7.3 Programs and Initiatives

a) Implementation Strategy

The Town shall develop, in conjunction with the Region, the Province and Metrolinx, an implementation strategy for Midtown Oakville including, but not limited to:

- i) *community improvement* programs, through a *community improvement plan*, to address redevelopment incentives, which may include *brownfield site* remediation, property acquisition and rehabilitation, and streetscape improvements;
- ii) parking demand management and a municipal parking strategy to implement the Midtown Oakville Parking Strategy;
- iii) reconstruction of the rail platform in coordination with Metrolinx;
- iv) transportation and transit initiatives;
- v) sustainability initiatives and environmental standards;
- vi) the acquisition and disposition of public lands; and,
- vii) partnerships, programs and incentives.

- b) Monitoring
- i) The Town will monitor the level of *development* and associated traffic conditions within Midtown Oakville.
 - ii) In order to track the pace of *development* and identify and plan for transportation improvements, the monitoring program shall evaluate the following:
 - traffic characteristics on key routes and at key intersections, in accordance with the Town and Region’s transportation study guidelines;
 - existing, approved and proposed *development*, including the number of residential units and the amount of non-residential floor space;
 - transit usage and *modal share*;
 - population and employment generated by existing *development* and projected for approved *development* not yet occupied; and,
 - indicators of sustainability to be determined by the Town.

21. UPTOWN CORE

The Uptown Core is intended to be a focus for new mixed use *development* and redevelopment. The Uptown Core shall function as an urban community with an emphasis on residential, office and commercial *development*. The Uptown Core shall also have a significant civic and public presence with various government, institutional, cultural, recreational and public open space uses.

The Uptown Core is bounded by Dundas Street to the north, Sixth Line to the west, Glenashton Drive to the south, and Trafalgar Road to the east.

21.1 Goal

The Uptown Core will be a pedestrian-oriented, walkable, *transit-supportive*, mixed use urban centre that provides for medium and high density housing, offices and a mixture of retail and service commercial uses.

21.2 Objectives

As the Uptown Core develops, the Town will, through public actions and in the process of reviewing planning applications, use the following objectives to guide decisions.

21.2.1 Establish the Uptown Core as a vibrant community in which to live and work by:

- a) ensuring the opportunity for a full range and mix of medium and high density housing types, including *affordable housing*;
- b) providing a transition between the concentration, mix and massing of buildings within the Uptown Core and the lower density residential neighbourhoods adjacent to the area;
- c) requiring *development* to be *compatible* with and complementary to adjacent and/or nearby *development*; and,
- d) promoting a socially, economically and environmentally sustainable community within the Uptown Core.

21.2.2 Achieve a high quality level of urban design by:

- a) promoting high quality design of the area's streetscapes, open spaces, public buildings, *infrastructure* and private buildings;
- b) creating an attractive public realm and ensuring *developments* are planned to support a fully accessible street related, pedestrian-oriented environment with animated main streets; and,

- c) ensuring that the appearance and function of the public realm and adjoining *development* are of consistently high quality and appropriate design.

21.2.3 Provide for *transit-supportive*, accessible and sustainable development by:

- a) promoting high density forms of residential *development* and by co-ordinating land use, transportation *infrastructure* and urban design;
- b) developing and configuring a road network that integrates alternative travel modes; and,
- c) providing a safe and convenient internal circulation system for transit, pedestrians, cyclists and vehicles.

21.3 Development Concept

The Uptown Core is comprised of five land use districts as shown on Schedule M1. The intent of these districts is to provide opportunities for the Uptown Core to develop into a mixed use, pedestrian-oriented and *transit-supportive* urban centre. The five Districts are structured to provide an appropriate transition in terms of land use and built form between existing and future *development* within the Uptown Core as follows:

21.3.1 Neighbourhood District

The Neighbourhood District is comprised primarily of existing Medium Density Residential uses. It is not intended for this area to redevelop.

21.3.2 Urban Neighbourhood District

The Urban Neighbourhood District shall be primarily a residential area permitting tall mixed use buildings. It is expected that retail and service commercial uses, with limited office uses, will be permitted on the ground floor of mixed use buildings.

21.3.3 Centre District

The Centre District shall be comprised of retail and service commercial and office uses that include residential uses in mixed use buildings. The Centre District is presently comprised of several single-storey buildings containing retail and/or service commercial uses.

The Centre District shall evolve into a pedestrian-oriented, *transit-supportive* community comprised of a mix of office, retail, service commercial and residential uses. Office uses are encouraged to be provided along the Dundas Street and Trafalgar Road frontages.

A major transit terminal facility is located within the Centre District at the northeast corner of Taunton and Oak Walk Drives. The existing transit terminal configuration and capacity is expected to expand over time and be integrated into a mixed use building.

21.3.4 Main Street District

The Main Street District shall become the focal point of pedestrian and community activity in the Uptown Core. It is the intention of this Plan that in the long-term the Main Street District will be redeveloped with a mix of retail and service commercial uses on the ground floor of buildings with residential and/or office uses above. Office uses on the ground floor and retail and service commercial uses on the second floor shall be limited. The *development* in this District will be mid-rise in scale with an emphasis on a high quality public realm that is pedestrian-oriented. There shall be variation in the range of heights within this District.

21.3.5 Park District

The Park District consists of parkland which will allow for a diversity of open space uses. The Park District includes a natural ravine-based setting along the Morrison Creek East and West Branches. There is also a large park with opportunities for recreational activities as well as an urban square. It is intended for access to be provided through the *development* block to the east of Windfield Parkette on Glenashton Drive to ensure access to Trafalgar Road.

21.4 Functional Policies

In addition to the policies in Parts C and D of this Plan, the following functional policies apply specifically to the Uptown Core.

21.4.1 Transportation

- a) New transit services, roads, laneways and pedestrian linkages may be required to achieve the *development* objectives for the Uptown Core. The exact requirements, location, configuration and classification within the road network hierarchy shall be determined through detailed transportation studies, environmental assessments where required and the planning approval process. Subject to section 8.2.3 changes to the requirements, location or alignment of new transit services, roads and pedestrian linkages will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained and *intensification* opportunities are not precluded.
- b) Individual driveway access to Trafalgar Road and Dundas Street shall not be permitted.
- c) The Town shall encourage a high degree of transit usage to increase *intensification* opportunities within the Uptown Core.

- d) Parking
 - i) Below grade parking and above-grade parking structures are preferred. Additional lot coverage for buildings may be considered if at least 75 percent of the required parking is provided below-grade or in an above-grade structure.
 - ii) Above grade parking structures shall not be located adjacent to the existing residential neighbourhoods in the Neighbourhood District.
 - iii) Surface parking is discouraged. However where surface parking is provided, it should be in the side or rear yard or in areas that can be appropriately screened, and the visual impact shall be mitigated by a combination of setbacks and significant landscaping.
 - iv) The provision of required parking may be shared among adjacent properties where deemed satisfactory to the Town.
- e) Pedestrian Connections

A well-defined pedestrian walkway system shall be required linking lots and blocks within the Uptown Core. The system will provide linkages between buildings, adjacent sites, surrounding areas, public streets, particularly those with transit routes, and the general pedestrian system in surrounding communities.

21.4.2 Public Realm

- a) Urban Square

The urban square site, located within the Park District, is anticipated to develop as a community gathering area with hard surfaced and landscaped elements appropriate for an array of public event uses. A civic building for cultural, educational, institutional, recreational and/or administrative purposes shall be encouraged to locate within the urban square. Built form and land uses surrounding the urban square are to complement and enhance the area. The limits of the urban square will be determined through the *development* process.

- b) Parks

Memorial Park is envisioned to be both a formal and informal park, and a community-wide destination where active and passive recreational uses shall be encouraged.

21.4.3 Urban Design

- a) Building heights shall be permitted in accordance with Schedule M2. Both a minimum and maximum number of storeys have been established.

- b) Additional building height beyond the permitted maximum may be considered in accordance with the applicable bonusing policies in this Plan.
- c) *Development* shall promote safe and convenient pedestrian access to transit stops and/or stations. Barriers, such as boundary fences, shall be discouraged.

21.4.4 Growth Targets

- a) It is anticipated that the Uptown Core will evolve and, at full build out, accommodate approximately 16,600 residents and 3,000 jobs. This target includes the existing population and employment, and the addition of approximately 4,960 residential units.

21.5 Land Use Policies

Land use designations for lands within the Uptown Core are provided on Schedule M1. In addition to the policies in Part D of this Plan, the following policies apply specifically to the Uptown Core.

21.5.1 On the lands designated High Density Residential adjacent to the park system:

- a) Limited retail commercial uses may be permitted in conjunction with High Density Residential uses subject to the following additional policies:
 - i) The retail commercial uses permitted shall complement the park and may include small restaurants, convenience stores, artists' studios, galleries and craft shops.
 - ii) The retail commercial uses shall be located on the first and second floors only.
- b) Street or block townhouse units with a minimum height of three storeys, may also be permitted in combination with a permitted High Density Residential building.

21.5.2 On the lands designated Urban Core located within the Urban Neighbourhood District, street or block townhouse units may be permitted where the lands abut Memorial Park.

21.5.3 On lands designated Urban Core and Main Street 2, the requirement for and the size and location of retail, service commercial and office uses within buildings shall be determined through the *development* process and regulated by the implementing zoning.

21.5.4 The minimum building height requirements applying to apartment buildings may be reduced to a minimum of two storeys for the portions of the buildings that incorporate common amenity and recreational space, and similar uses, which are ancillary to the residential use.

21.5.5 On the lands owned by Silgold Developments Inc. and Silgold II Developments Inc., as of the date of approval of this Plan, which are bounded by Dundas Street East, Oak Park Boulevard and Trafalgar Road, *development* may occur through two stages:

a) Interim Development

The continued build out of the lands in accordance with the zoning in place at the time of approval of this Plan shall be considered interim *development* and shall include new buildings, building additions and/or building replacements which may require minor variances, consents and/or site plans to be completed.

- i) The reuse of a building existing at the time of approval of this Plan or any interim *development* building for different retail and/or service commercial uses, including the reconfiguration of retail and/or service commercial uses within the building, does not constitute a new building or a building replacement.
- ii) Interim *development* beyond the existing *development* in place at the time of approval of this Plan of 36,500 square metres of retail and service commercial uses, shall not exceed a total of 21,500 square metres of retail and service commercial uses and are subject to the following:
 - Buildings are not required to align with neighbouring buildings to create a continuous streetwall, but should provide comfort at the ground level for pedestrians. Continuous streetwalls of similar heights may be considered.
 - Notwithstanding the minimum heights, shown on Schedule M2 and sections 4.4, 12.3.2 a) and 12.5.2 a), one and two storey buildings in accordance with the height regulations within the zoning by-law are permitted.

b) New Development

Upon completion of the interim *development* stage, any new *development* shall be in accordance with the policies of this Plan in regard to the long-term *development* of the Uptown Core.

- i) Any amendment to the zoning in place at the time of the approval of this Plan shall conform with this section 21.5.5.

21.5.6 On the lands designated Urban Core within the Urban Neighbourhood District, stand-alone office buildings that directly front Dundas Street or Trafalgar Road may also be permitted.

21.6 Uptown Core Exceptions – Schedules M1 and M2

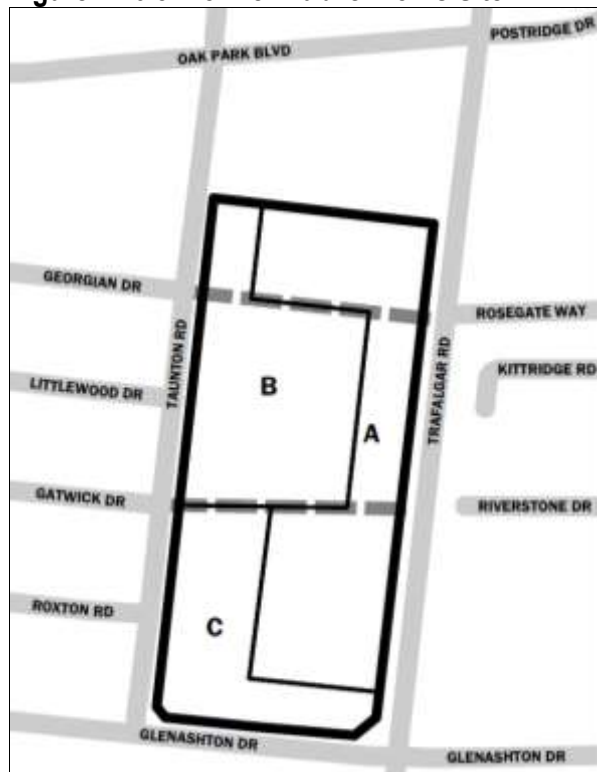
The following additional policies apply to certain lands on Schedule M1, Uptown Core Land Use, and Schedule M2, Uptown Core Building Heights.

- 21.6.1 The lands designated Urban Core bounded by Dundas Street East, Sixth Line, Hays Boulevard and Post Road are subject to the following additional policies:
- a) A density up to 300 units per *site hectare*, calculated over the lands within the block designated Urban Core, may be permitted.
 - b) A maximum of 1,358 total units may be permitted, conditional upon the owner entering into an agreement under section 37 of the *Planning Act*. Density may be transferred from the area west of the pond to the area east of the pond, subject to the height limits shown on Schedule M2 being maintained.
 - c) Notwithstanding the land use and heights depicted on Schedules M1 and M2, *multiple attached* units may be permitted at locations and heights in accordance with the Zoning By-law.
 - d) The following urban design objectives shall be applied through the implementing zoning and site plan process:
 - i) siting of buildings, access points, amenity areas, parking areas and pedestrian networks should promote a pedestrian-first environment which reduces building setbacks, allows easy access to on-site and nearby amenity areas, and focuses on creating a strong, coherent urban environment;
 - ii) articulated façades along street frontages with emphasized building corners;
 - iii) built forms with appropriate step-backs above the podium height;
 - iv) strong pedestrian linkages to and between buildings, amenity features, including the pond and the larger pedestrian network; and,
 - v) built forms to incorporate substantial breaks to provide a view corridor and connection to the pond.
 - e) Stand-alone residential uses may be permitted in accordance with the Zoning By-law.
- 21.6.2 On the lands designated Urban Core bounded by Dundas Street East, Millwood Drive, Oak Walk Drive and Oak Park Boulevard, *development* shall primarily address the policies in sections 12.5, 21.3.2, and 21.3.4 but may also include community facilities, arts and cultural facilities and an above-grade and/or below-grade parking structure.

- 21.6.3 On the lands designated Main Street 2 at the southeast corner of Oak Park Boulevard and Taunton Road, a two storey minimum building height may be considered for the portion of the site adjacent to Oak Park Boulevard as part of a comprehensive redevelopment application to allow flexibility in building and site design. Such consideration shall only be given where it can be demonstrated that the planned *intensification* for the site as set out in the policies of the Plan can be achieved.
- 21.6.4 *Development* of the lands located at the southwest corner of Trafalgar Road and Dundas Street adjacent to the existing transit station at Oak Walk Drive and Taunton Road, known as 278 Dundas Street East and 2466 Trafalgar Road, may be permitted which provides for the transfer of unused height to internal building(s) providing for a maximum of 750 residential units and a minimum of 2,640 square metres of office uses. *Development* is expected in a total of four mixed use buildings, subject to the applicable bonusing policies of this Plan, with a variation of height where the maximum height, inclusive of bonused height, is 25 storeys and only one building may be 25 storeys. The maximum height for all other buildings, inclusive of bonused height, shall be 17 storeys. Notwithstanding the height permissions above, the total number of storeys through bonusing must not exceed 20 storeys across the site.
- 21.6.5 2264, 2274 and 2320 Trafalgar Road (Former Public Works Site)

The following additional policies apply to the lands identified in Figure 21.6.5:

Figure 21.6.5: Former Public Works Site



- a) The overall development of the lands shall be in accordance with a Master Plan approved by Council.
- b) Area Policies
 - i) Area A
 - a minimum building height of 12 storeys;
 - a maximum building height of 16 storeys;
 - a minimum of 705 residential units is required; and
 - ground floor commercial uses are required where buildings front the proposed extension of Georgian Drive.
 - ii) Area B
 - a minimum building height of six storeys;
 - a maximum building height of 10 storeys;
 - a minimum of 360 residential units is required; and
 - ground floor commercial uses are required where buildings front the proposed extension of Georgian Drive.
 - iii) Area C
 - a minimum building height of four storeys;
 - a maximum building height of six storeys; and
 - a minimum of 150 residential units is required.
 - iv) All areas
 - an overall minimum of 1,215 residential units is required;
 - stand-alone residential uses may be permitted; and
 - additional building height, to a maximum of four storeys, may be considered in accordance with the applicable bonusing policies in this Plan.

- c) Parks and Open Space
 - i) A public park shall be provided at the northeast corner of Taunton Road and Glenashton Drive.
- d) Intersection improvements shall be coordinated with Halton Region and Oakville Transit.
- e) If the property is developed in phases, a phasing plan in accordance with a Master Plan approved by Council is required.

21.7 Implementation Policies

In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to the Uptown Core.

21.7.1 Phasing/Transition

- a) The Uptown Core is an area in transition with many opportunities for *intensification* and redevelopment. It is anticipated that *development* in the Uptown Core will occur gradually over the long-term with phased *development* plans and be co-ordinated with the provision of *infrastructure*, including:
 - i) transit (conventional and rapid transit);
 - ii) road network capacity;
 - iii) pedestrian and cycling facilities;
 - iv) water and waste water services;
 - v) stormwater management facilities;
 - vi) streetscape improvements; and,
 - vii) *utilities*.
- b) The uses and buildings that legally existed or were zoned for prior to the adoption of this Plan may be permitted to continue, however, they are intended to be redeveloped in conformity with this Plan.
- c) Where a *development* is proposed to proceed in phases, an urban design brief, including a *development* concept report and a phasing plan, may be required from the applicant. Such urban design brief shall demonstrate how the initial phases of *development*, such as the location of roadways, will not preclude the achievement of compact, pedestrian-oriented and *transit-supportive* land uses.

- d) The Uptown Core shall evolve from its current focus and be redeveloped to accommodate the form and density set out in the mixed use designations. *Development* applications relating to the build out of the Uptown Core shall not preclude or undermine the long-term vision for higher density mixed use *development* and shall incorporate the urban design policy requirements as set out in Part C, as applicable. Reduced parking requirements may be considered through minimum and maximum standards in the Zoning By-law to facilitate the location of buildings in accordance with the urban design policies.
- e) Reductions to the minimum building heights required by Schedule M2 may be considered as part of comprehensive redevelopment applications to allow flexibility in building and site design. Such consideration shall only be given where it can be demonstrated that the policies of section 21.2 and 21.3 of the Plan can be met and the planned *intensification* of the site(s) can be achieved.
- f) The redevelopment of existing low-rise commercial uses may occur gradually in a phased manner. Notwithstanding the minimum building heights required by this Plan, building additions, alterations and/or replacements may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the property as set out in the Plan.

21.7.2 Bonusing

- a) The Town may allow increases of up to four storeys beyond the maximum permitted building height in the areas of the Uptown Core delineated on Schedule M2, without amendment to this Plan. The additional height may be allowed in exchange for the provision of public benefits as listed in section 28.8.2, and with priority given to those public benefits noted in section 21.7.2 c).
- b) Bonusing shall only be permitted within the Uptown Core if supported by a transportation impact analysis which identifies cumulative impacts and confirms that the additional *development* will not adversely impact the transportation network or, where cumulative impacts are identified, that such impacts are accommodated through transportation improvements which are to be provided through agreement by the applicant.
- c) Public benefits considered appropriate for the application of increased height and density in the Uptown Core may include, but are not limited to:
 - i) a pedestrian boardwalk along the west edge of the pond in Memorial Park, south of Wellspring;
 - ii) a trail system around the ponds in Memorial Park including a pedestrian bridge crossing;
 - iii) the completion of the Trafalgar Memorial space;

- iv) *affordable housing*;
- v) underground public parking;
- vi) grade separated pedestrian/cycling facilities over Dundas Street and/or Trafalgar Road; and,
- vii) transit (conventional and rapid transit).

22. PALERMO VILLAGE

Palermo Village is to be developed over a number of years with a mix of residential and commercial uses.

While the predominant land uses will be residential, *transit-supportive*, high density mixed use *development* is encouraged along Dundas Street, Old Bronte Road and Khalsa Gate. Medium and Low Density Residential uses will provide a transition to the adjacent neighbourhoods.

It is anticipated that Palermo Village will contain a significant civic and public presence with various government, institutional, cultural, recreational and open space uses.

22.1 Goal

Palermo Village will be a *transit-supportive*, pedestrian-oriented mixed use community.

22.2 Objectives

As Palermo Village develops, the Town will, through public actions and in the process of reviewing *development* applications, use the following objectives to guide decisions.

22.2.1 To develop a balanced Growth Area by:

- a) providing a focus and sense of identity for the residential communities in the north-west part of the Town; and,
- b) facilitating *development* and redevelopment in a comprehensive manner.

22.2.2 To ensure high quality urban design by:

- a) encouraging interesting and innovative design and built form;
- b) ensuring new *developments* are *compatible* with existing conditions and heritage buildings and features;
- c) providing attractive streetscapes through attention to the design of the public realm, built form, and the relationship between private *development* and public areas;
- d) creating a strong coherent urban image and a highly developed civic streetscape appearance at a human scale through the creation of:
 - i) an active urban community;

- ii) a strong identifiable civic image;
 - iii) pedestrian and vehicular linkages between surrounding communities and Palermo Village;
 - iv) a clearly defined main street with commercial *development* oriented to Old Bronte Road and Khalsa Gate;
 - v) an accessible park network integrated with other uses, which includes parks, parkettes and squares, all connected by the pedestrian-scaled street system; and,
 - vi) streets and public spaces that have been defined by surrounding built form;
- e) protecting the ecological health and integrity of the existing natural features;
 - f) establishing components of the open space system that will connect with the broader area; and,
 - g) protecting, conserving and enhancing *cultural heritage resources* and integrating them into new *developments*.

22.2.3 To efficiently provide for necessary *infrastructure* to support *development* by:

- a) identifying an appropriate site for the location of a transit terminal facility;
- b) establishing and maintaining a road system that provides high levels of accessibility and mobility to all users;
- c) protecting future major road and transit rights-of-way; and,
- d) encouraging travel demand management practices and increased utilization of public transit facilities and services.

22.3 Development Concept

It is the intent of this Plan to establish a lively and active mixed use corridor along Old Bronte Road and Khalsa Gate, which will function as a main street.

Development on the lands designated Urban Centre will be of high quality pedestrian-oriented design.

The area to the east of Old Bronte Road/Khalsa Gate will transition to Medium and Low Density Residential housing.

The area to the west of Bronte Road will contain a mix of High, Medium and Low Density Residential housing.

22.4 Functional Policies

In addition to the policies in Parts C and D of this Plan, the following functional policies apply specifically to Palermo Village.

22.4.1 Transportation

- a) A transit terminal facility is required to serve inter-regional connections along Dundas Street and Highway 407, and connect with local transit. The facility may be located between Bronte Road and Old Bronte Road. It is also intended that this site incorporate a variety of commercial and community uses, and become an anchor for the redevelopment of Old Bronte Road as a main street.
- b) Parking – Urban Centre and Main Street 2
 - i) Structured parking is preferred, and additional lot coverage for buildings may be considered if at least 75 percent of the required parking is provided below-grade or in an above-grade structure.
 - ii) The maximum portion of any lot that may be used for surface parking shall be approximately 50 percent.
 - iii) 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.
 - iv) Individual driveway access to Bronte Road or Dundas Street shall not be permitted.

22.4.2 Urban Design

- a) Detailed urban design and streetscape guidelines will be prepared for Palermo Village to establish standards for built form and the treatment of public and private realms.
- b) Old Bronte Road/Khalsa Gate will include streetscape elements that support its planned function as a pedestrian-oriented main street. 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.
- c) A number of small urban squares shall be located along Old Bronte Road and Khalsa Gate. These should not be less than 0.15 of a hectare in size and will serve as transition areas between the public and private realm.

22.4.3 Growth Target

Palermo Village can accommodate approximately 5,200 residents and 3,800 jobs. This target includes existing population and employment, the *intensification* target of 800 new residential units and proposed *greenfield development*.

22.4.4 Stormwater Management

A stormwater management pond will be required in the southeast portion of Palermo Village, east of Grand Oak Trail. The exact size and location of this facility will be determined by the Town and Conservation Authority through the review of planning applications.

22.5 Land Use Policies

Land use designations are provided on Schedule N. In addition to the policies in Part D of this Plan, the following policies apply specifically to Palermo Village.

22.5.1 The lands designated Urban Centre are subject to the following additional policies:

- a) The minimum residential density shall be 100 units per *site hectare*.
- b) Mixed use and residential and office *developments* shall have a maximum *floor space index* of 4.0.
- c) The minimum building height shall be two storeys. The maximum building height shall be eight storeys, except on corner sites it shall be 10 storeys.
- d) Public parking facilities may also be permitted.
- e) South of Pine Glen Road, the following uses may be permitted:
 - i) *multiple-attached dwellings*;
 - ii) stand-alone apartment buildings;
 - iii) stand-alone office buildings; and,
 - iv) stand-alone retail and service commercial buildings, which shall not exceed a gross floor area of 6,000 square metres.

22.5.2 On lands designated Main Street 2:

- a) Street, block and stacked townhouses and stand-alone residential apartment buildings may also be permitted.
- b) The residential density shall be between 50 and 100 units per *site hectare*.

- c) The minimum building height shall be two storeys and the maximum building height shall be six storeys.

22.5.3 On lands designated Medium Density Residential:

- a) The residential density shall be between 35 and 60 units per *site hectare*.
- b) The maximum building height shall be four storeys.

22.6 Palermo Village Exceptions – Schedule N

The following additional policies apply to certain lands on Schedule N, Palermo Village Land Use.

- 22.6.1 On the lands designated Urban Centre south of Pine Glen Road, a motor vehicle service station may also be permitted.

22.7 Implementation Policies

In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to Palermo Village.

22.7.1 Phasing/Transition

- a) *Development* will likely occur gradually over the long-term and be co-ordinated with the provision of *infrastructure*, including:
 - i) transit;
 - ii) road network capacity;
 - iii) pedestrian and cycling facilities;
 - iv) water and wastewater services;
 - v) stormwater management facilities;
 - vi) streetscape improvements; and,
 - vii) *utilities*.
- b) Initial phases of *development* shall not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form.
- c) The uses and buildings that legally existed prior to the adoption of this Plan may be permitted to continue, however, they are intended to be redeveloped in conformity with this Plan.

22.7.2 Bonusing

The Town may consider additional building height and/or density through an Official Plan amendment and in accordance with section 28.8.

23. KERR VILLAGE

Kerr Village, as shown on Schedule O1, is located along the length of Kerr Street, from the railway tracks in the north to just south of Lakeshore Road West in the south. The southerly portion of the village extends along Lakeshore Road West, from Dorval Drive in the west to Sixteen Mile Creek in the east. Kerr Street, and Lakeshore Road West, are the main streets of the village, where a mix of commercial, residential and institutional land uses are found.

Kerr Village will accommodate *intensification* through new *development* and redevelopment, with a mix of residential and commercial uses. The Village will also continue to function as a location for institutional, recreational and public open space uses.

23.1 Goal

Kerr Village will be revitalized as a vibrant business district and cultural area.

23.2 Objectives

As Kerr Village develops, the Town will, through public actions and in the process of reviewing planning applications, use the following objectives to guide decisions.

- 23.2.1 Create opportunities for new, sustainable growth by promoting *compact urban form* with higher density *development* through *compatible development* and redevelopment opportunities.
- 23.2.2 Enhance the mobility of all users with the provision of transit priority measures and increase levels of service through the *development* process by:
 - a) promoting pedestrian and cycling-oriented mixed use *development*, with improved connections to the Downtown as well as the GO train station and proposed employment hub in Midtown Oakville;
 - b) improving circulation, connections and access for cyclists, pedestrians and public transit; and,
 - c) increasing efficiencies for alternate modes of transportation by encouraging *compact urban form*.
- 23.2.3 Create an attractive public realm by:
 - d) promoting high quality streetscapes and open spaces to create a comfortable, accessible and unique community; and,
 - e) ensuring appropriate transitions occur between the main street areas and the lower density residential neighbourhoods.

23.3 Development Concept

Kerr Village is comprised of three land use districts that are structured to provide an appropriate transition in land use and built form between the existing residential areas and any future *development* and redevelopment.

23.3.1 Upper Kerr Village District

The Upper Kerr Village District will become a *transit-supportive* and mixed use area. Higher density forms of *development* are permitted to achieve the critical mass required for enhanced transit. The District will include appropriate gateway features, an urban park with pedestrian mid-block connections and opportunities for *affordable housing*. Employment designations adjacent to the District are to remain, and any new *development* shall incorporate measures to buffer *Employment Areas* from potentially incompatible uses.

23.3.2 Kerr Village Main Street District

The Kerr Village Main Street District will be a predominantly mixed use area along Kerr Street with residential buildings including commercial or office uses at-grade. *Development* shall be set back to allow for pedestrian activity and attractive streetscapes. A gathering point for the community, such as a market, shall be encouraged here.

23.3.3 Lower Kerr Village District

The Lower Kerr Village District shall largely be a mixed use area, allowing for a mixture of commercial, office and residential uses, including some standalone residential uses, extending from Downtown Oakville, with a defined entrance into Kerr Village.

23.4 Functional Policies

In addition to the policies of Parts C and D of this Plan, the following functional policies apply to Kerr Village.

23.4.1 Transportation

- a) The Town will introduce transit service improvements at an early stage in the *development* of Upper Kerr Village District. As the revitalization of this district evolves it will be serviced by the extension of improved transit levels of service, including transit priority measures and *infrastructure* required to create an efficient and attractive transit environment.
- b) Through the *development* process, attractive transit environments are encouraged to include transit passenger amenities, minimal surface parking, and other travel demand management strategies to encourage transit ridership.

- c) Parking
 - i) Surface parking lots shall be limited. Where surface parking is provided, the visual impact of large surface lots shall be mitigated by a combination of setbacks and significant landscaping including:
 - pavement treatment;
 - low walls or decorative fencing;
 - landscape material; and,
 - trees and lighting throughout parking lots and along the edges.
 - ii) Access to parking and servicing areas should not occur from Kerr Street but from local streets, service lanes and to the side or rear of buildings.
 - iii) On-street parking shall be maintained throughout Kerr Village with the exception of Speers Road and Kerr Street north of Speers Road. It is the intent that on-street parking shall be permitted at all times.
- d) Bicycle facilities are encouraged throughout Kerr Village with the appropriate signage and infrastructure such as bicycle racks and bicycle lockers.
- e) The feasibility of creating a new or improved east-west pedestrian/cycling connection across Sixteen Mile Creek in the general area of the QEW/Speers Road shall be investigated by the Town.
- f) The redevelopment of Upper Kerr Village District shall anticipate the westerly extension of Shepherd Road and the northerly extension of St. Augustine Drive, with regard for potential redevelopment of adjacent lands.

23.4.2 Minimum Density

A minimum planned density shall be established for Kerr Village through Provincial plan conformity coordinated with Halton Region.

23.5 Urban Design

In addition to the Urban Design policies in section 6 of this Plan, the following policies shall apply specifically to Kerr Village. The urban design plan for Kerr Village is provided on Schedule O2.

23.5.1 General

Development and public realm improvements, including the streetscape for Kerr Street and Lakeshore Road West, shall be evaluated in accordance with the urban design direction provided in the Livable by Design Manual.

23.5.2 Public Realm

Enhanced streetscape areas, as identified on Schedule O2, should be incorporated in the design of new *developments*, streetscapes and open space areas, and utilized as a unifying public realm element through the use of compatible, consistent and complementary design treatments while contributing to a distinctive and unique streetscape. Enhanced streetscape areas may include the preservation of existing large stature trees and open space areas, as well as larger setbacks in built form and the creation of additional pedestrian-oriented spaces.

23.5.3 Streetscapes

- a) Primary and secondary streets, as identified on Schedule O2, shall provide for pedestrian-oriented streetscapes through the use of wide sidewalks, landscaping and furnishings.
- b) Buildings along primary streets, as identified on Schedule O2, shall:
 - i) incorporate a high degree of transparency on the ground floor;
 - ii) provide building openings and principal entrances facing the street; and,
 - iii) contain commercial, community, cultural or limited office uses adjacent to the street which foster an active main street environment.
- c) Buildings along secondary streets, as identified on Schedule O2, should:
 - i) incorporate a high degree of transparency on the ground floor;
 - ii) provide building openings and principal entrances facing the street; and,
 - iii) contain commercial, office, community or cultural uses adjacent to the street which support the main street district, and may also contain residential uses on the ground floor.

23.5.4 Gateways

- a) Through public actions and the *development* process, gateway treatments shall be provided in Kerr Village.
- b) Gateways are identified on Schedule O2 and indicate locations that are visually prominent entry points into Kerr Village. These locations shall provide gateway treatments which may include well designed built form or structures, distinctive streetscape treatments, landscaping, and/or public art. Gateway locations include:
 - i) the future Kerr Street underpass and railway crossing;
 - ii) Speers Road and Kerr Street;

- iii) Speers Road at the Queen Mary Drive bridge;
- iv) Lakeshore Road West and Kerr Street;
- v) Lakeshore Road West and Dorval Drive; and,
- vi) Lakeshore Road West and Forsythe Street.

23.5.5 Urban Squares

- a) Through the *development* process, a new park shall be provided in the Upper Kerr Village District, west of Kerr Street, north of Speers Road.
- b) Heritage Square, located on the west side of Kerr Street opposite Florence Drive, should be a gathering area with hard surfaced and landscaped elements appropriate for an array of public event uses. Built form and land uses surrounding the urban square are to complement and enhance the area.

23.5.6 Built Form

- a) *Development* within the Mixed Use designations south of Speers Road that does not have direct frontage on Kerr Street is encouraged to consolidate with lots that front onto Kerr Street to ensure comprehensive *development*.
- b) Buildings greater than three storeys in height, on lands immediately adjacent to lands designated Residential Low Density, shall be stepped back above the third storey.

23.6 Land Use Policies

Land use designations are provided on Schedule O1. In addition to the policies of Part D of this Plan, the following policies apply specifically to Kerr Village.

23.6.1 The lands designated Main Street 2, and known as 21 to 45 Shepherd Road (on the north side) and 20 to 40 Shepherd Road (on the south side), are a transition area subject to the following additional policies:

- a) Stand-alone Medium Density Residential uses may be permitted.
- b) The type, size and location of non-residential uses shall be determined through the *development* process and regulated by the implementing zoning.
- c) *Development* in the transition area shall:
 - i) enhance the quality of the existing surrounding residential context;
 - ii) contribute to a sensitive transition to the Low Density Residential uses to the south;

- iii) be *compatible* with adjacent, existing *development* with respect to scale, form and *character*; and,
 - iv) be sensitive to negative traffic impacts on Queen Mary Drive through access control, restricted parking standards and transit amenities.
- d) On the property known as 21 Shepherd Road, an increase in the size of the standard setback for the *stable top-of-bank* of Sixteen Mile Creek valley may be required for greater protection of the valleylands.
- 23.6.2 The maintenance of a food store in any redevelopment of lands within the Urban Core designation shall be encouraged.
- 23.6.3 On the lands designated Main Street 1 and Main Street 2, residential uses may be permitted on the ground floor, including *multiple-attached dwellings* and apartments, except where adjacent to Lakeshore Road West, Kerr Street and Speers Road, where commercial, community, cultural or limited office uses shall be provided on the ground floor facing the street, to maintain and enhance a pedestrian-oriented main street function.
- 23.6.4 The lands located between the properties designated Main Street 1 south of Lakeshore Road West, and the properties designated Low Density Residential on the north side of Burnet Street, from Brock Street to Forsythe Street, are a transition area, as implemented by the Zoning By-law, and subject to the following additional policies:
- a) Medium Density Residential uses shall be permitted.
 - b) Limited commercial uses that are non-retail and do not generate major traffic and noise may also be permitted at 79, 82 and 86 Wilson Street. *Development* in the transition area shall:
 - i) enhance the quality of the existing surrounding residential context;
 - ii) contribute to a sensitive transition from the lands to the north of the transition zone with those to the south;
 - iii) be *compatible* with adjacent, existing *development* with respect to scale, form and *character*; and,
 - iv) be sensitive to neighbouring heights, massing, setbacks from the street, distance between buildings, architectural form, colour and materials.
- 23.6.5 The lands subject to the Greenbelt Urban River Valley are a *Greenbelt area* and subject to section 26.5 of this Plan.

23.6.6 On lands north of Lakeshore Road, offices and limited commercial uses which do not generate major traffic and noise may also be permitted as stand-alone uses within existing detached dwellings.

23.7 Kerr Village Exceptions – Schedule O1

The following additional policies apply to certain lands on Schedule O1, Kerr Village Land Use.

23.7.1 The lands designated Urban Core at the northwest corner of Speers Road and Kerr Street are subject to the following additional policies:

- a) As part of any *development* approval, *development* and redevelopment shall be based on a comprehensive development plan which demonstrates the potential full build out of the lands.
- b) Redevelopment of existing low-rise commercial uses may occur gradually in a phased manner. Notwithstanding the minimum building heights required by this Plan, building additions, alterations and/or replacements may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the properties as set out in this Plan; and,
- c) On the west side of Kerr Street abutting the railway, any requirement for, and the size and location of, retail, service commercial and office uses on the ground floor of buildings shall be determined through the *development* process and regulated by the implementing zoning.

23.7.2 The lands designated Urban Core at the northeast corner of Speers Road and Kerr Street are subject to the following additional policies:

- a) The *development* shall consist of a maximum of two new buildings up to a maximum height of 19 and 21 storeys respectively with a total of 533 units (excluding the two heritage buildings), conditional on the owner entering into an agreement under section 37 of the *Planning Act*.
- b) Any site *development* will provide for the relocation and reuse of the existing two heritage buildings on site in accordance with an approved heritage permit.
- c) The design of the site is intended to create a gateway *development* marking the entrance to Kerr Village. The design is encouraged to incorporate the following urban design elements, which will be detailed further through the implementing zoning and approved site plan:
 - i) a pedestrian-first environment to be promoted through the siting of buildings (new and heritage structures) and the arrangement of driveways, amenity areas, parking areas and pedestrian networks;

- ii) a publicly accessible open space area/square;
- iii) enhanced pedestrian accessibility and connectivity along the Kerr Street and Speers Road frontages as well as through the site;
- iv) retention of the existing heritage buildings on site in a location which maximizes visibility and access;
- v) grade related commercial uses along Speers Road and, to the extent practical, along Kerr Street;
- vi) exclusively underground parking with the exception of a minor amount of short-term parking which may be located at grade;
- vii) a strong focal point at the corner of Kerr Street and Speers Road which incorporates an open space element; and,
- viii) building design that incorporates appropriate street setbacks for building podiums and towers to facilitate height transition.

23.7.3 On the lands designated Main Street 1 at the northeast corner of Prince Charles Drive and Kerr Street, a facility containing administrative offices and support services for a privately owned community centre may also be permitted.

23.7.4 On the lands designated Main Street 2 and known as 70 Stewart Street and 73 Washington Avenue, a maximum building height of four storeys shall be permitted.

23.7.5 The lands designated Medium Density Residential and High Density Residential in the general vicinity of Rebecca Street, Garden Drive, and Maurice Drive are subject to the following additional policies:

- a) On the lands designated Medium Density Residential, only *multiple attached dwellings* may be permitted with a maximum building height of three storeys.
- b) On the lands designated High Density Residential, only townhouses and apartments may be permitted with a maximum building height of four storeys.
- c) Redevelopment in accordance with a) and b), above, shall only occur when all of the lands within a *development* block have been acquired for *development* purposes.
 - i) Lands designated High Density Residential, between Dorval and Garden Drives, make up one *development* block.
 - ii) Lands designated Medium Density Residential along Rebecca Street, east of Garden Drive, constitute two *development* blocks.

- iii) The remaining lands designated Medium Density Residential, between Garden Drive and Maurice Drive, make up two *development* blocks:
 - one *development* block fronting Garden Drive, which may be developed for a maximum of 18 *multiple attached dwelling* units and at a maximum density of 53 units per *site hectare*; and,
 - the second *development* block fronting onto Maurice Drive to be developed in accordance with the Medium Density Residential land use and policy provisions of the Plan.
 - d) Redevelopment in accordance with a) and b), above, shall only occur upon confirmation of adequate water and wastewater services, the suitability of the adjoining roads to accommodate traffic and the submission of a block plan indicating the integration of the proposed redevelopment within the overall area.
 - e) Redevelopment in accordance with a), above, shall be subject to urban design guidelines approved by the Town.
 - f) Notwithstanding the above, the lands may continue to be used for the existing single detached dwellings until such time as comprehensive redevelopment occurs.
- 23.7.6 On the lands designated Main Street 1 on the north side of Lakeshore Road, between Dorval Drive and Maurice Drive:
- a) Retail and service commercial uses, and ancillary residential uses, may be permitted on the ground floor.
 - b) The maximum building height shall be four storeys.
 - c) Redevelopment of the lands between Garden Drive and Maurice Drive shall only occur at such time as all the lands within a *development* block have been acquired for *development* purposes. Lands fronting on to Garden Drive constitute one *development* block, while the remaining lands make up another *development* block.
 - d) Redevelopment in accordance with c), above, shall be subject to the urban design guidelines for the Maurice Drive area.
- 23.7.7 On the lands designated Medium Density Residential on the east side of Wilson Street between Rebecca Street and John Street, semi-detached dwellings may be permitted.
- 23.7.8 On the lands designated Main Street 1 located at 43 to 49 Lakeshore Road West, the redevelopment of existing drive-through facilities may occur. Notwithstanding the minimum building heights required by this Plan, building additions, alterations and/or

replacements may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the properties as set out in this Plan.

- 23.7.9 On the lands designated Main Street 1 at the southwest corner of Lakeshore Road West and Chisholm Street, a maximum building height of five storeys may be permitted, conditional on the owner entering into an agreement under section 37 of the *Planning Act*.
- 23.7.10 On the lands designated Main Street 2 at the northeast corner of Lakeshore Road West and Chisholm Street, a maximum building height of six storeys shall be permitted along the John Street frontage.
- 23.7.11 On the lands designated Urban Core at the northwest corner of Lakeshore Road West and Forsythe Street, a maximum building height of 17 storeys may be permitted.
- 23.7.12 On the lands designated High Density Residential at the northeast corner of Lakeshore Road West and Forsythe Street a maximum of 68 apartment units shall be permitted. The maximum building height shall be in accordance with the implementing zoning.

23.8 Implementation Policies

In addition to the policies of Part F of this Plan, the following implementation policies shall apply to Kerr Village.

23.8.1 Phasing/Transition

- a) *Development* will likely occur gradually over the long-term and be co-ordinated with the provision of *infrastructure*, including:
- i) transit;
 - ii) transportation improvements;
 - iii) water and wastewater services;
 - iv) stormwater management facilities;
 - v) pedestrian and cycling facilities; and,
 - vi) *utilities*.
- b) The uses and buildings that legally existed prior to the adoption of this Plan may be permitted to continue, however, they are intended to be redeveloped in conformity with this Plan.

23.8.2 Bonusing

- a) The Town may allow the following increases beyond the maximum permitted height in the areas of Kerr Village delineated on Schedule O, without amendment to this Plan:
 - i) up to four storeys on the lands designated Urban Core, north of Speers Road and west of Kerr Street; and,
 - ii) up to two storeys on the remaining lands.
- b) The additional height may be allowed in exchange for the provision of public benefits as listed in section 28.8.2, and with priority given to those public benefits noted in section 23.8.2 d).
- c) The bonusing priorities for Kerr Village include transit and alternative transportation solutions.
- d) Additional public benefits considered appropriate for the application of increased height in Kerr Village may include, but are not limited to:
 - i) the provision of *affordable housing* units and/or rental housing units;
 - ii) community service/facility space;
 - iii) non-profit child care facilities;
 - iv) public art;
 - v) enhanced streetscape/public open space improvements; and,
 - vi) enhanced green building and energy conservation technology.

23.8.3 Programs and Initiatives

- a) The Town shall prepare a *community improvement plan* for a *community improvement project area* within Kerr Village in accordance with section 28.16 of this Plan and the *Planning Act*.
- b) A program for public art shall be encouraged that:
 - i) reflects the community *character* and history of Kerr Village;
 - ii) includes the artistic design of community infrastructure such as benches, lighting, sidewalks, bus shelters and bike racks; and,
 - iii) may be incorporated in to public and private *developments* as part of the project design.

- b) In the Upper Kerr Village district west of Kerr Street north of Speers Road, an urban park is proposed, which:
 - i) may be located within the site bound by the Shepherd Road extension to the north, Kerr Street to the east, Speers Road to the south and St. Augustine Road extension to the west;
 - ii) may provide public underground parking facilities with a “green roof” at street level forming the urban park portion of the site;
 - iii) may be accessed at street level via mid-block pedestrian connections and from Kerr Street, Speers Road and the north Gateway; and,
 - iv) is encouraged to be maintained through a public-private partnership.

24. BRONTE VILLAGE

Bronte Village is a historical area, located where Bronte Creek meets Lake Ontario, which began as a port and evolved into a fishing village and a summer holiday destination. It retains the *character* of a village community and is focused on the pedestrian-oriented areas along and around Lakeshore Road West and Bronte Road. The surrounding residential uses, the waterfront, and the harbour contribute to its unique heritage and sense of place.

Bronte Village is intended to continue to evolve and serve as an *intensification area*. Growth will be managed at clearly defined locations and will contribute to the Town's residential *intensification* targets.

24.1 Goal

Bronte Village will be a vibrant community, with a thriving commercial area and a variety of housing opportunities that provide a year round environment for residents, employees, and visitors.

24.2 Objectives

As Bronte Village develops, the Town will, through public actions and in the process of reviewing planning applications, use the following objectives to guide decisions.

- 24.2.1 To nurture, *conserve* and enhance the historic lakeside village *character* of Bronte Village by:
- a) promoting a predominately low-rise and pedestrian-oriented built form along Lakeshore Road West, Bronte Road and Jones Street;
 - b) ensuring high quality urban design that complements and contributes to the historic lakeside village *character*;
 - c) protecting, conserving and enhancing *cultural heritage resources* and integrating them with new *developments*;
 - d) integrating public and private open spaces into the streetscape along Lakeshore Road West;
 - e) applying a co-ordinated streetscape and urban design plan, with recurring defining elements;
 - f) defining and conserving the *cultural heritage landscape character* of the harbour, lake and creek; and,
 - g) providing a sensitive transition between the concentration, mix and massing of uses and buildings within, and adjacent to, the village.

- 24.2.2 To revitalize Bronte Village and maintain a *complete community* by:
- a) permitting uses that attract different users throughout the day and throughout the year, by including a mix of residential, commercial, office, cultural and recreational uses, complemented by public open spaces;
 - b) providing for a variety of residential unit sizes in new buildings;
 - c) focusing retail, service commercial and office uses along Lakeshore Road West, Bronte Road and Jones Street;
 - d) providing for a variety of retail unit sizes and improved retail space to encourage commercial revitalization;
 - e) defining the gateways to the village through enhanced urban design treatments;
 - f) developing a community gathering space on Lakeshore Road West between Bronte Road and Jones Street; and,
 - g) facilitating public investment in *infrastructure*, transit, recreation and cultural facilities to support existing and future residents, employees and visitors.
- 24.2.3 To maintain and improve waterfront connections by:
- a) protecting, enhancing and connecting existing waterfront open spaces;
 - b) maintaining existing views from public streets through to the lake and harbour;
 - c) enhancing the streetscape along streets connecting and adjacent to the waterfront and harbour;
 - d) encouraging active main floor uses along portions of streets connecting and adjacent to the waterfront and harbour; and,
 - e) developing improved pedestrian and cycling access around the inner harbour.

24.3 Development Concept

Bronte Village is intended to be revitalized as a mixed use area. The primary focus of revitalization and change, including opportunities for *development* and *intensification* is in the area identified as the Bronte Village Main Street District as shown on Schedule P1. This district shall have a distinct *character* in terms of land use and function as set out in the following policies.

The area of Bronte Village outside of the Main Street District is a residential neighbourhood and shall continue to support a variety of housing forms while providing for some change.

24.3.1 Bronte Village Main Street District

New *development* in the Bronte Village Main Street District shall primarily be provided in mixed use buildings.

New commercial and office uses provided in *developments* shall be reflective of the existing street-related and pedestrian-oriented main street function. Commercial and office uses shall occur along frontages facing Lakeshore Road West and Bronte Road, south of Lakeshore Road, at grade level. The community commercial retail function should be retained and integrated with redevelopment.

New residential uses shall primarily be provided in mixed use buildings. However, apartments and *multiple-attached dwellings* may also be permitted in single use buildings when they form part of a comprehensive redevelopment proposal and there are no residential uses on the ground floor facing Lakeshore Road West or Bronte Road, south of Lakeshore Road. Lakeshore Road West and Bronte Road shall provide a commercial main street function.

Higher residential densities shall be directed to the gateways of the District and serve to anchor Lakeshore Road West within Bronte Village as the main street.

The District shall provide for well-defined landscaped streetscapes and integrated open spaces which provide opportunities for enhanced pedestrian focused activity and connections. A public urban square shall be located along Lakeshore Road West between Bronte Road and Jones Street. Community uses and facilities which support daily pedestrian activity are encouraged to locate within the District.

Jones Street, between Sovereign Street and Marine Drive, will be animated by a mix of retail and residential uses, which are intended to strengthen it as an important link to the waterfront.

24.3.2 Lands Outside of the Bronte Village Main Street District

The lands within Bronte Village, but outside of the Bronte Village Main Street District, are intended to provide for some *intensification* as permitted by the applicable residential land use designations.

The lands on the south side of Sovereign Street, outside of the Bronte Village Main Street District, shall function as a transitional area to the residential neighbourhood to the north. Modest *intensification* will also be encouraged in this location in the form of detached, semi-detached and townhouse dwellings.

Street-related retail uses along the east side of Bronte Road are intended to strengthen the connection between the waterfront and the Bronte Village Main Street District to the north.

The waterfront parks, harbour and marinas are to be maintained and enhanced. Landscape and facility improvements are to proceed in accordance with approved park and harbour master plans. Buildings or structures related to the park, harbour and marina uses are contemplated to be developed in the Waterfront Open Space area. These uses shall be situated in a manner that does not detract from the open space *character* of the area.

24.4 Functional Policies

In addition to the policies in Parts C and D of this Plan, the following functional policies shall apply specifically to Bronte Village.

24.4.1 Transportation

- a) Parking
 - i) On-street parking shall be permitted throughout Bronte Village and may be counted toward non-residential parking requirements as established by the implementing zoning.
 - ii) Parking shall be encouraged to be provided below-grade within the Bronte Village Main Street District.
 - iii) Above grade parking structures shall:
 - be discouraged adjacent to Lakeshore Road West;
 - incorporate active at-grade uses facing public streets, except along Sovereign Street; and,
 - in all cases be screened from adjacent residential uses.
 - iv) Individual driveway access to Lakeshore Road West or Bronte Road shall be restricted. Where driveway access from a side street is not possible, shared driveways shall be encouraged.
- b) Through the *development* process, pedestrian, cycling and transit amenities within Bronte Village are to be enhanced, including improved connectivity to, and within, the waterfront and harbour.
- c) As part of the class environmental assessment process for Lakeshore Road West, the Town shall consider streetscape design and public realm improvements for Bronte Village to support and enhance pedestrian and cycling activity, transit use, as well as on-street parking opportunities within the right-of-way, to complement and contribute to Bronte Village's lakeside village *character*.

24.4.2 Cultural Heritage

- a) *Cultural heritage resources* shall be maintained and integrated into new *development*.
- b) If the relocation of a heritage building is deemed appropriate as a last resort, it shall be relocated within the village.
- c) The Bronte Village Heritage Resources Review and Strategy, General Conservation and Commemoration Strategies, shall be used to guide *development*:
 - i) on, adjacent to, or in the immediate vicinity of an individually designated historic property; or,
 - ii) on a property listed on the Oakville Register of Properties of Cultural Heritage Value or Interest.
- d) Potential and identified *cultural heritage landscapes* shall be *conserved* according to the Cultural Heritage Landscape Strategy.

24.4.3 Minimum Density

A minimum planned density shall be established for Bronte Village through Provincial conformity coordinated with Halton Region.

24.5 Urban Design

In addition to the Urban Design policies in section 6 of this Plan, the following policies shall apply specifically to Bronte Village. The urban design plan for Bronte Village is provided on Schedule P2.

24.5.1 Built form and public realm elements should be designed to recognize and enhance a historic lakeside village *character*.

24.5.2 *Development* and public realm improvements, including the streetscape for Lakeshore Road West, shall be evaluated in accordance with the urban design direction provided in the Livable by Design Manual.

24.5.3 Public Realm

- a) Where the Lakeshore Road West right-of-way is greater than that required by the policies of this Plan, the Town may permit minor encroachments in the form of small open spaces, such as landscaped areas and patios related to adjacent retail uses, to enhance the streetscape.

- b) Views to the lake and harbour from public streets shall be maintained. Through the planning application process, view corridors as indicated on Schedule P2 shall be enhanced by appropriate built form and public realm elements.
- c) Enhanced streetscape areas, as indicated on Schedule P2, should be incorporated in the design of new *developments*, streetscapes and open space areas, and utilized as a unifying public realm element through the use of compatible, consistent and complementary design treatments while contributing to a distinctive and unique streetscape. Enhanced streetscape areas may include the preservation of existing large stature trees and open space areas, as well as larger setbacks in built form and the creation of additional pedestrian-oriented spaces.

24.5.4 Streetscapes

- a) Enhanced streetscape treatments including cycling, transit and pedestrian-oriented amenities shall be provided on primary and secondary streets identified on Schedule P2.
 - i) Wider sidewalks and additional street furniture and landscaping shall be provided.
 - ii) Gathering spaces and public art shall be encouraged.
- b) Buildings along primary streets identified on Schedule P2 shall:
 - i) incorporate a high degree of transparency on the ground floor;
 - ii) provide building openings and principal entrances facing the street; and,
 - iii) contain commercial, community, cultural, or limited office uses adjacent to the street which foster an active main street environment.
- c) Buildings along secondary streets identified on Schedule P2 should:
 - i) incorporate a high degree of transparency on the ground floor;
 - ii) provide building openings and principal entrances facing the street; and,
 - iii) contain commercial, community, cultural and office uses adjacent to the street which support the main street district, and may also contain residential uses on the ground floor.

24.5.5 Pedestrian Access and Circulation

- a) Through the planning application process, a mid-block pedestrian connection identified on Schedule P2 shall be provided to enhance pedestrian access and

circulation within the Main Street District. A mid-block pedestrian connection across Lakeshore Road is encouraged if a controlled crossing can be provided.

- b) Additional pedestrian connections beyond those shown on Schedule P2 are also encouraged at mid-block locations, transit stops and locations which enhance connectivity to the waterfront and harbour.

24.5.6 Gateways

- a) Through public actions and the planning application process, gateway treatments which enhance the historic lakeside village *character* shall be provided.
- b) Gateways are identified on Schedule P2 and indicate locations which are visually prominent entry points into Bronte Village. These locations shall provide gateway treatments which may include well designed built form or structures, distinctive streetscape treatments, landscaping, and/or public art. Gateways include the:
 - i) intersection of Lakeshore Road West and East Street;
 - ii) intersection of Lakeshore Road West and Bronte Road;
 - iii) intersection of Sovereign Street and Bronte Road; and,
 - iv) Lakeshore Road West bridge over Bronte Creek, including adjacent areas.

24.5.7 Urban Squares

Through the *development* process, a new urban square shall be provided along Lakeshore Road as shown on Schedule P2. Built form and land uses surrounding the urban square are to complement and enhance the area as a community gathering space.

24.5.8 Built Form

To maintain a pedestrian-scaled environment, new *development* should generally be two to four storeys in height along the street edge, with taller elements stepped back from the street.

24.6 Land Use Policies

Land use designations are provided on Schedule P1. In addition to the policies of Parts C and D of this Plan, the following policies apply specifically to Bronte Village.

- 24.6.1 On the lands designated Main Street 1 or Main Street 2 between Bronte Road and Jones Street, a public open space in the form of an urban square shall be developed.

- 24.6.2 On the lands designated Main Street 2 eligible for bonusing between Bronte Road and Jones Street:
- a) Hotels may also be permitted.
 - b) *Development* and redevelopment may be permitted which provides for minimum heights along Lakeshore Road and adjacent residential areas with the transfer of the unused height to an internal building, providing for a maximum of 10 storeys including bonusing. The intent of the specific transfer of height is to allow flexibility of design while meeting the policies of this Plan and maintaining the same *development* yield.
- 24.6.3 On the lands designated Main Street 1 northeast of Lakeshore Road West and East Street, the maximum building height shall be two storeys.
- 24.6.4 On the lands designated Waterfront Open Space and Parkway Belt West, which may also be subject to the policies of the Greenbelt Urban River Valley:
- a) Buildings or structures shall be designed and located to maximize public views to the lake and harbour from West River Street, Bronte Road, Jones Street, Nelson Street, East Street, Ontario Street, and Marine Drive.
 - b) *Cultural heritage resources*, including cenotaphs, may be enhanced with landscaping or by other means which increase their prominence within Bronte Village.
- 24.6.5 On the lands designated Main Street 1 and Main Street 2, residential uses may be permitted on the ground floor, including *multiple-attached dwellings* and apartments, except where adjacent to Lakeshore Road West and Bronte Road (south of Lakeshore Road West) where commercial, community, cultural or limited office uses shall be provided on the ground floor facing the street, to maintain and enhance a pedestrian-oriented main street function.
- 24.6.6 On the lands designated Medium Density Residential north of Lakeshore Road West and south of Sovereign Street, only Low Density Residential uses and townhouses shall be permitted with a maximum density of 50 dwelling units per site hectare.
- 24.6.7 The lands subject to the Parkway Belt overlay, as shown on Schedule P1, form part of the Parkway Belt West Plan and are designated Parkway Belt. The policies of the Parkway Belt West Plan shall govern the use of these lands until such time that the lands are removed from the Parkway Belt West Plan and come under the jurisdiction of the Town and this Plan. Upon removal of the lands from the Parkway Belt West Plan, the lands shall be designated Waterfront Open Space or Natural Area as provided on Schedule P1, and may be subject to additional Provincial plan policies.
- 24.6.8 The lands subject to the Greenbelt Urban River Valley are a *Greenbelt area* and subject to section 26.5 of this Plan.

24.6.9 On the harbour lands designated Waterfront Open Space and Parkway Belt, cultural uses such as art galleries and museums, restaurants and public halls may be permitted within existing buildings and structures.

24.7 Bronte Village Exceptions – Schedule P1

The following additional policies apply to certain lands on Schedule P1, Bronte Village Land Use.

24.7.1 On the lands designated Urban Core within the block bounded by Bronte Road, Ontario Street, Jones Street and Marine Drive, the maximum building height shall be 10 storeys. Townhouses with a maximum height of three storeys may also be permitted. Residential uses may be located on the ground floor, except where adjacent to Bronte Road.

24.7.2 On the lands designated Main Street 1 located at 2290 and 2303 Lakeshore Road West, the redevelopment of existing drive-through facilities may occur. Notwithstanding the minimum building heights required by this Plan, building additions, alterations and/or replacements may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the properties as set out in this Plan.

24.7.3 On the lands designated Main Street 2 not eligible for bonusing, the following policies shall apply:

- a) Retail and service commercial uses shall not be permitted adjacent to Sovereign Street.
- b) The maintenance of a food store in any redevelopment of the lands on the north side of Lakeshore Road West shall be encouraged.
- c) *Development* and redevelopment may be permitted which provides for minimum heights along Lakeshore Road and adjacent residential areas with the transfer of unused height to an internal building providing for a maximum height of 10 storeys with the exception of one building located at the southeast corner of Bronte Road and Sovereign Street which may be permitted with a maximum height of 14 storeys and may be stand-alone residential.
- d) Building additions, alterations and/or replacements of existing low-rise commercial uses may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the properties as set out in this Plan.

24.7.4 On the lands designated Main Street 1 north of Lakeshore Road between Bronte Road and Jones Street, the following policies shall apply:

- a) Retail and service commercial uses shall not be permitted adjacent to Sovereign Street.

- b) *Multiple-attached dwellings* may also be permitted.
- c) Building additions, alterations and/or replacements of existing low-rise commercial uses may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the properties as set out in this Plan.

24.7.5 On the lands designated Medium Density Residential at the northeast corner of Ontario and Jones Streets, detached dwellings may also be permitted.

24.8 Implementation Policies

In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to Bronte Village.

24.8.1 Phasing / Transition

- a) *Development* will likely occur gradually over the long-term and be co-ordinated with the provision of *infrastructure*, including:
 - i) transit;
 - ii) transportation improvements;
 - iii) water and wastewater services;
 - iv) stormwater management facilities;
 - v) pedestrian and cycling facilities;
 - vi) streetscape improvements; and,
 - vii) *utilities*.
- b) The uses and buildings that legally existed prior to the adoption of this Plan may be permitted to continue, however, they are intended to be redeveloped in conformity with this Plan.

24.8.2 Bonusing

- a) In the areas of Bronte Village identified as lands eligible for bonusing on Schedule P1, the Town may allow increases of building height beyond the maximum permitted height, without amendment to this Plan, as follows:
 - i) two storeys west of East Street; and,
 - ii) four storeys east of East Street.

The additional height may be allowed in exchange for the provision of public benefits as listed in section 28.8.2, and with priority given to those public benefits noted in section 24.8.2 b).

- b) Public benefits considered appropriate for the application of increased height in Bronte Village may include, but are not limited to:
 - i) improved local transit service and transit user amenities;
 - ii) *affordable housing*;
 - iii) public parking facilities;
 - iv) streetscape enhancements;
 - v) cultural heritage conservation and enhancements;
 - vi) parkland improvements beyond the minimum standards for public squares;
and,
 - vii) public art.

24.8.3 Programs and Initiatives

- a) The Town shall implement a parking utilization monitoring program within Bronte Village.
- b) The Town shall prepare a *community improvement plan* for a *community improvement project area* within Bronte Village in accordance with section 28.16 of this Plan and the *Planning Act*.

25. DOWNTOWN OAKVILLE

The Downtown Oakville Growth Area comprises the Town's original business and retail district, including the Downtown Oakville Heritage Conservation District, and a portion of the adjacent Sixteen Mile Creek valley, as identified on Schedules Q1 and Q2. It is focused on Lakeshore Road East, which functions as a traditional Main Street between the creek and Allan Street. The area is characterized by a vibrant mix of historic and contemporary mixed use, commercial and residential buildings, as well as cultural and community facilities, making it a destination for residents and visitors.

While opportunities for intensification within Downtown Oakville are limited, new *development* is to recognize and enhance the existing buildings and streetscapes, which contribute to its unique heritage *character* and sense of place.

25.1 Goal

Downtown Oakville will be an attractive, active, animated and vibrant downtown where people come together to live, meet, work, stay, interact and engage. It will be the cultural, social and economic heart of our community where citizens and visitors can celebrate and experience the natural setting, heritage, culture and the arts.

25.2 Objectives

The Town will, through public actions and in the process of reviewing planning applications, use the following objectives to guide decisions regarding Downtown Oakville.

25.2.1 Maintain Downtown Oakville as a vibrant pedestrian-oriented Main Street area by:

- a) providing a mix of employment, shopping, leisure and residential opportunities; and,
- b) encouraging mixed use buildings to promote day and evening activity.

25.2.2 Achieve high quality urban design by:

- a) creating high quality streetscapes, open spaces, and public and private buildings;
- b) ensuring new *development* is designed to maintain and enhance Downtown's image as an enjoyable, safe, and pedestrian-oriented place, and complement the historical attributes of the area; and,
- c) creating an attractive public realm and ensuring new *development* is planned to support street-related, pedestrian-oriented environments.

- 25.2.3 To protect and enhance the historic importance of Downtown Oakville by:
- a) protecting, conserving and enhancing *cultural heritage resources* and integrating them with new *development*;
 - b) requiring *development* to be *compatible* with adjacent residential neighbourhoods, *cultural heritage resources* and *cultural heritage landscapes*; and,
 - c) minimizing impacts of new *development*.

25.3 Development Concept

Downtown Oakville is comprised of the land use designations as shown on Schedule Q1. This area is intended to accommodate new commercial, office, residential, community and cultural uses through *intensification*.

25.4 Functional Policies

In addition to the policies of Parts C and D of this Plan, the following functional policies apply to Downtown Oakville.

25.4.1 Parking

- a) Parking will primarily be provided in centralized or shared parking areas. It is intended that such facilities be integrated with buildings and provide convenient pedestrian connections to Downtown Oakville's commercial, office, community and cultural uses.
- b) Commercial uses within Downtown Oakville shall be exempt from parking requirements.

25.4.2 Cultural Heritage

- a) Within Downtown Oakville, as defined on Schedule Q1, *cultural heritage resources* shall be maintained and integrated into new *development*.
- b) Within the Downtown Oakville Heritage Conservation District, as identified in Appendix 1 and shown on Schedules Q1 and Q2, exterior alterations, *development* and public realm improvements, including streetscape changes, shall be in accordance with the Downtown Oakville Heritage Conservation District Plan and subject to heritage permit approval.

25.4.3 Minimum Density

A minimum planned density shall be established for Downtown Oakville through Provincial plan conformity coordinated with Halton Region.

25.4.4 Within Downtown Oakville, as defined on Schedule Q1:

- a) *development* on lands adjacent to Sixteen Mile Creek shall be subject to the valleylands policies in section 16 of this Plan; and,
- b) in areas of existing development, reduced setbacks from the Sixteen Mile Creek valley may be permitted subject to a geotechnical study prepared to the satisfaction of the Town and Conservation Authority.

25.5 Urban Design

In addition to the Urban Design policies in Part C of this Plan, the following policies shall apply specifically to Downtown Oakville. The urban design plan for Downtown Oakville is provided on Schedule Q2.

25.5.1 General

- a) *Development* and public realm improvements, including the streetscape, shall be designed and evaluated in accordance with:
 - i) the urban design direction provided by the Livable by Design Manual; and,
 - ii) other Council-endorsed policies and documents relevant to Downtown Oakville, such as the Downtown Oakville Heritage Conservation District Plan, the Downtown Transportation and Streetscape Plan, the Downtown Cultural Hub Study, and the Oakville Harbours Master Plan.

25.5.2 Public Realm and Flexible Streets

- a) George Street between Lakeshore Road East and Randall Street should be designed as a high quality flexible street, as an extension of Towne Square, which prioritizes pedestrian and cyclist movement and supports special events.
- b) Navy Street between Lakeshore Road East and Church Street should be designed as a high quality flexible street, as an extension of Centennial Square, which prioritizes pedestrian and cyclist movement and supports special events.
- c) Any street within Downtown Oakville, in addition to those identified as flexible streets on Schedule Q2, may be designed as a flexible street.

25.5.3 Streetscapes

- a) Enhanced streetscape treatments and pedestrian-oriented amenities shall be provided on the primary and secondary streets identified on Schedule Q2.
 - i) Wider sidewalks and additional street furniture and landscaping shall be provided.

- ii) Gathering spaces and public art shall be encouraged.
- b) Buildings along primary streets, as identified on Schedule Q2, shall:
 - i) incorporate a high degree of transparency on the ground floor;
 - ii) provide building openings and principal entrances facing the street; and,
 - iii) contain commercial, community, cultural or limited office uses adjacent to the street which foster an active main street environment.
- c) Buildings along secondary streets, as identified on Schedule Q2, should:
 - i) incorporate a high degree of transparency on the ground floor;
 - ii) provide building openings and principal entrances facing the street; and,
 - iii) contain commercial, community, cultural or limited office uses adjacent to the street which support the main street district, and may also contain residential uses on the ground floor.

25.5.4 Gateways

- a) Through public actions and the *development* process, gateway treatments shall be provided in Downtown Oakville.
- b) Gateways are identified on Schedule Q2 and indicate locations that are visually prominent entry points into Downtown Oakville. These locations shall provide gateway treatments which may include well designed built form or structures, distinctive streetscape treatments, landscaping, and/or public art. Gateway locations include:
 - i) Rebecca Street bridge and Sixteen Mile Creek;
 - ii) Lakeshore Road East bridge and Sixteen Mile Creek;
 - iii) Randall Street and Trafalgar Road; and,
 - iv) Allan Street and Lakeshore Road East.

25.5.5 Urban Squares

- a) Towne Square, on the south side of Lakeshore Road East at George Street, is an important public space that functions as the ceremonial heart of Downtown Oakville. Changes to the design of Towne Square shall address Council-endorsed policies and design directions for the area, and be coordinated with the design of Centennial Park.

- b) Centennial Park, at the northwest corner of Lakeshore Road East and Navy Street, shall be maintained as part of any comprehensive redevelopment of the Town's Centennial Square site. Changes to the design of Centennial Park shall address Council-endorsed policies and design directions for the area, and be coordinated with the design of Town Square and public open spaces within the adjacent Sixteen Mile Creek valley.

25.5.6 Built Form

- a) The consolidation of properties to allow for comprehensive site design and *development* is encouraged.
- b) Buildings greater than two storeys in height should be stepped back above the second storey where they front Lakeshore Road East.
- c) Buildings greater than four storeys in height should be stepped back above the fourth storey where they front Church Street and/or Randall Street.

25.6 Land Use Policies

Land use designations are provided on Schedule Q1. In addition to the policies in Parts C and D of this Plan, the following policies apply specifically to Downtown Oakville.

25.6.1 Motor vehicle related uses, including motor vehicle sales and motor vehicle service stations, shall not be permitted.

25.6.2 Building Heights

- a) Existing buildings, and additions to existing buildings, may be exempt from the minimum building height, as provided by the applicable land use designation.
- b) Where the minimum building height is more than two storeys, it may be reduced to two storeys so that *development* conforms with the other objectives and policies of this Plan or the Downtown Oakville Heritage Conservation District Plan.

25.6.3 Stand-alone Uses

- a) On the lands designated Main Street 1, Main Street 2 or Urban Core on Schedule Q1:
 - i) stand-alone or single use commercial buildings may be permitted; and,
 - ii) new stand-alone or single-use residential buildings may be permitted on lots that do not abut Lakeshore Road East.
- b) On the lands designated Main Street 2, new stand-alone or single-use community or cultural facilities may be permitted.

- c) New detached dwellings shall not be permitted.

25.6.4 On the lands designated Waterfront Open Space on Schedule Q1, *development* and public realm improvements shall:

- a) improve pedestrian connections and public access to the Sixteen Mile Creek waterfront;
- b) be consistent with the Oakville Harbours Master Plan; and,
- c) be coordinated with the design of *development* and public realm improvements on the Town's Centennial Square site.

25.6.5 On the lands designated Main Street 2 on the west side of Navy Street, and known as the Town's Centennial Square site, *development* and public realm improvements shall:

- a) improve pedestrian connections through the site;
- b) provide community and cultural facilities consistent with municipal needs and finances, as identified by the Downtown Cultural Hub Study, the Parks, Recreation and Library Facilities Master Plan, and the Town's capital planning; and,
- c) be coordinated with the design of *development* and public realm improvements on the adjacent Waterfront Open Space lands.

25.7 Downtown Oakville Exceptions – Schedule Q1

The following additional policies apply to certain lands on Schedule Q1, Downtown Oakville Land Use.

25.7.1 On the property known as 167 Navy Street, which is within the Urban Core and Natural Area designations:

- a) A one-storey building shall be permitted.
- b) Stand-alone office uses may be permitted.

25.8 Implementation Policies

In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to Downtown Oakville.

25.8.1 Phasing/Transition

- a) *Development* will be co-ordinated with the provision of *infrastructure* and public realm improvements, including:

- i) transit (conventional and rapid transit);
- ii) road network capacity;
- iii) pedestrian and cycling facilities;
- iv) water and waste water services;
- v) stormwater management facilities;
- vi) streetscape improvements; and,
- vii) *utilities*.

25.8.2 Bonusing

- a) The Town may allow for increases of up to two storeys beyond the maximum permitted building height in the areas of Downtown Oakville delineated on Schedule Q1 without amendment to this Plan. The additional height may be allowed in exchange for the provision of public benefits as listed in section 28.8.2, and with priority given to those public benefits noted in section 25.8.2 b).
- b) Public benefits considered appropriate for the application of increased height in Downtown Oakville may include, but are not limited to:
 - i) public parking;
 - ii) conservation and preservation of *cultural heritage resources*;
 - iii) community centres and/or facilities and improvements to such centres and/or facilities;
 - iv) parkland and improvement to parks;
 - v) integration of office uses in mixed use *developments*; and,
 - vi) public art.

25.8.3 The Town shall prepare a *community improvement plan* for a *community improvement project area* within Downtown Oakville in accordance with section 28.16 of this Plan and the *Planning Act*.

26. SPECIAL POLICY AREAS

Special Policy Areas provide for those areas in the Town that are subject to further study under this Plan and/or areas for which additional policies apply beyond the underlying land use designations. The *Special Policy Areas* include specifically identified lands, as shown on the accompanying schedules, for which there are corresponding policies, including Low Density Residential Lands (RL1/RL1-0 zones), the Trafalgar Road Corridor, Heritage Conservation Districts and *cultural heritage landscapes*. There are also general areas for which *Special Policy Areas* are identified, including other corridors and areas for potential future *development*, and lands subject to the *Greenbelt Plan*.

26.1 Former Hospital Site – Potential Seniors-oriented Housing

The former Hospital Site located between Reynolds Street and Allan Street, south of Macdonald Road, has been the subject of a number of planning studies, a Town-initiated community visioning exercise, and a master plan process.

26.1.1 The Medium Density Residential designation at the south end of the former hospital site may be considered for seniors-oriented housing and supporting uses, subject to implementing zoning and an approved site plan supported by the submission of the following studies and any other requirements under section 28.19:

- a) traffic impact study;
- b) planning justification report;
- c) urban design brief; and,
- d) functional servicing study.

26.1.2 Redevelopment for seniors-oriented housing shall be subject to the following additional policies:

- a) The *development* shall conform to the policies of section 11, Residential, of this Plan.
- b) A maximum building height of four storeys shall be permitted.
- c) *Development* proposals will demonstrate compatibility and integration with the surrounding land uses by ensuring an effective transition in built form between areas of different *development* heights. Transition in built form will act as a buffer between proposed *development* and planned uses and should be provided through appropriate design, siting, setbacks and the provision of public and private open space and amenity space.

- d) *Development* shall *conserve* existing *cultural heritage resources* and, where feasible, integrate such features into the *development* of the lands.
- e) The re-use of the former Oakville-Trafalgar High School building may include seniors-oriented residential units, offices, community uses or any combination thereof. The resulting uses may be operated by a public or private organization in association with, or independent of, the adjacent seniors-oriented housing *development*.
- f) The creation of an accessible public space shall be required along the Reynolds Street frontage in conjunction with the re-use of the former Oakville-Trafalgar High School building.

26.2 Residential Low Density Lands (RL1 / RL1-0 Zones)

26.2.1 The *Special Policy Area* in Southeast, Central and Southwest Oakville that applies to the Low Density Residential designation is intended to protect the unique *character* of this area within the Town. Due to the special attributes of the large lots and related homes in this *Special Policy Area*, *intensification* shall be limited to *development* which maintains the integrity of the large lots. Densities in the *Special Policy Area* shall not exceed 10 units per *site hectare* notwithstanding the Low Density Residential designation.

26.3 Trafalgar Road Corridor (QEW to Dundas Street)

The lands adjacent to Trafalgar Road, between the QEW and Dundas Street, are a *Special Policy Area* known as the Trafalgar Road Corridor. This corridor provides a direct link between Midtown Oakville and the Uptown Core, and contains a number of vacant or underutilized sites that can accommodate *transit-supportive intensification*.

The boundary of the Trafalgar Road Corridor *Special Policy Area* is identified on Schedule I, Central Land Use. Large sites that are not wholly within the Trafalgar Road Corridor *Special Policy Area* boundary on Schedule I, Central Land Use, shall be deemed to be within the *Special Policy Area*.

The following special policies provide a framework for change within the Trafalgar Road Corridor *Special Policy Area*, except in the following cases:

- the portion of the Trafalgar Road Corridor that is also within the Uptown Core Growth Area is not subject to the following special policies; and,
- lands within the Trafalgar Road Corridor that are designated Low Density Residential or Medium Density Residential and occupied by existing detached, semi-detached or *multiple attached dwellings*.

26.3.1 Development Concept

The Trafalgar Road Corridor *Special Policy Area* is intended to provide for the redevelopment of specific properties along Trafalgar Road to provide *transit-supportive development* which supports and creates an urban connection between Midtown Oakville and the Uptown Core.

The Trafalgar Road Corridor consists of a wide range of existing land uses including low and medium density residential uses. *Development* shall be designed to respect the built and planned context, and in accordance with the design direction contained in the Livable by Design Manual.

26.3.2 Functional Policies

In addition to the policies in Parts C and D of this Plan, the following functional policies apply to the Trafalgar Road Corridor *Special Policy Area*.

a) Urban Design

- i) Detailed urban design guidelines shall be prepared for the Trafalgar Road Corridor to establish standards for the built form, the treatment of the public and private realms, and the elements required to create a *transit-supportive* corridor.
- ii) The public realm shall accommodate *multi-modal* transportation, a high quality streetscape, and promote pedestrian and cyclist mobility with connections to transit and amenities.
- iii) *Development* shall promote safe and convenient access to transit stops and stations, and should be integrated with transit stops, where possible. Barriers, such as boundary fences, shall be discouraged.
- iv) *Development* and redevelopment should provide a seamless transition between the public and private realms and promote access between the built form and public realm along the street edge.
- v) Buildings adjacent to Trafalgar Road shall be sited parallel to the Trafalgar Road frontage having their principal entrances oriented towards, and accessible from, Trafalgar Road.
- vi) Public views of civic buildings, natural features and open spaces, and Lake Ontario shall be maintained or created on Trafalgar Road. Views and vistas shall be achieved through the strategic siting and design of buildings, layout of pedestrian circulation and open space systems.

vii) Gateways

The intersections of Trafalgar Road with the QEW, and Trafalgar Road with Dundas Street, are major gateway locations. The intersection of Trafalgar Road with Upper Middle Road is a minor gateway location.

- Gateways should be enhanced by features such as prominent buildings, strategic building placement, urban squares, landscape features and public art.

viii) Parking

- Below grade parking shall be encouraged. Above grade parking structures may be permitted if screened from view and incorporated into mixed use buildings.
- Above grade parking structures shall not be located adjacent to existing low-rise residential neighbourhoods.
- Surface parking shall be discouraged; however, where surface parking is provided it shall be in the side or rear yard and appropriately screened from the public realm.

26.3.3 Land Use Policies

Land use designations for the lands within the Trafalgar Road Corridor *Special Policy Area*, excluding those lands within the Uptown Core, are provided on Schedule I, Central Land Use. The following policies apply specifically to the lands within the Trafalgar Road Corridor *Special Policy Area*, excluding those lands within the Uptown Core.

- a) Notwithstanding section 11.1.8 b), existing *place of worship* sites on lands designated Low Density Residential within the Trafalgar Road Corridor *Special Policy Area*, may have sufficient area to accommodate appropriate *intensification* through *development* approvals. *Intensification* of these sites may occur with Low and Medium Density Residential uses, up to a maximum of four storeys, in association with the maintenance of the existing *place of worship*.
- b) Notwithstanding section 11.1.8 c) and 11.4.2, on lands designated High Density Residential within the Trafalgar Road Corridor *Special Policy Area*, there may be underutilized lands on which additional *development* may be appropriate. *Intensification* of these lands may be considered to occur up to 300 units per *site hectare*.
- c) On lands designated Main Street 2 within the Trafalgar Road Corridor *Special Policy Area*, the following policies shall apply:

- i) On the portion of lands located adjacent to Trafalgar Road, buildings shall be a minimum of four storeys and a maximum of six storeys in height. On the portion of lands located adjacent to Lillykin Street, only residential buildings shall be permitted with a minimum of two storeys and a maximum of four storeys in height to provide a transition to the lands designated Low Density Residential. Single use residential buildings may be permitted within the Main Street 2 designation.
- ii) *Development* shall be based on a comprehensive *development* plan which demonstrates the potential full build out of the designated area.

26.3.4 Exceptions

- a) Within the Institutional designation, on the portion of the Sheridan College lands between Trafalgar Road and the existing college buildings, the following policies shall apply:
 - i) As part of any *development* approval, *development* and redevelopment shall be based on a comprehensive *development* plan which demonstrates the potential full build out of the site.
 - ii) The uses permitted in the Urban Core designation in section 12.5.1 shall also be permitted.
 - iii) Mixed use and single use buildings may be permitted within the overall comprehensive *development* plan or redevelopment.
 - iv) Building Height
 - The maximum building height shall be 12 storeys.
 - Notwithstanding the maximum building height, new buildings proposed along Sheridan College's northerly property boundary shall be developed in consideration of those lands designated Residential Low Density, and no taller than four storeys.
 - Minimum building heights shall be determined through the *development* process and regulated by the implementing zoning to ensure *transit-supportive development* is achieved while providing opportunities for distinct, landmark institutional buildings.
 - Notwithstanding the minimum building height, buildings that directly front Trafalgar Road should be the equivalent of six storeys.
 - The Town may allow for increases of up to four storeys beyond the maximum permitted building height through bonusing, without

amendment to this Plan, in exchange for the provision of public benefits as listed in section 28.8.2.

- *Development* on the Sheridan College site may be permitted which provides for the transfer of unused height to buildings south of Ceremonial Drive, providing for a maximum of 18 storeys, inclusive of any bonusing. The intent of the specific transfer of height is to allow for flexibility of design while meeting the policies of this Plan and maintaining the same development yield.

26.4 Speers Road Corridor

The land along Speers Road, located south of the railway tracks and north of the Residential Areas between Bronte Creek and the Kerr Village Growth Area, is a *Special Policy Area* known as the Speers Road Corridor. This *Special Policy Area* is an *Employment Area* that has been identified as an employment mixed use corridor and a *Regional transit priority corridor*, as shown on Schedule A1, Urban Structure.

An employment mixed use corridor is an *Employment Area* in which a broader range of employment uses may be permitted in order to support the function of the *Employment Area* and to reflect the unique nature of the corridor as a *strategic growth area*.

The corridor is a multi-purpose arterial providing an important east-west linkage across the Town. It connects the Bronte GO *Major Transit Station Area*, the Kerr Village Growth Area, the Midtown Oakville *Urban Growth Centre*, and the *Employment Area* in between.

The boundary of the Speers Road Corridor *Special Policy Area* is identified on Schedule F, South West Land Use, and Schedule G, South East Land Use. The following policies provide a framework for change within the Speers Road Corridor *Special Policy Area*.

26.4.1 Goal

The Speers Road Corridor will support the Town's urban structure as an *intensification corridor* and *Regional transit priority corridor* which will be a *multi-modal, transit-supportive, Employment Area* where a wide range and mix of business and economic activities can thrive.

26.4.2 Objectives

The Town will, through public actions and in the process of reviewing *development* applications, use the following objectives to guide decision making within the Speers Road Corridor *Special Policy Area*.

- a) Recognize the unique context of the Speers Road Corridor *Employment Area* as an employment mixed use corridor by:
 - i) supporting a diverse range of employment generating uses which serve to enhance the viability of the surrounding *Employment Areas* and serve nearby employees;
 - ii) supporting compact employment mixed use *development* that incorporates employment with appropriate service and *arterial commercial* uses;
 - iii) integrating the Speers Road Corridor *Employment Area* with adjacent non-employment areas along the corridor to develop vibrant, mixed use areas;
 - iv) ensuring an appropriate transition to adjacent Residential Areas; and,
 - v) providing a broad range of employment opportunities and economic activity.
- b) Support the role of Speers Road as an *intensification corridor* by:
 - i) fostering conditions to enable *intensification*, including brownfield redevelopment;
 - ii) increasing employment density permissions above the current condition;
 - iii) promoting a compact and *transit-supportive* built form; and,
 - iv) encouraging land assembly to support comprehensive redevelopment.
- c) Support the role of Speers Road as a *Regional transit priority corridor* by:
 - i) ensuring new *development* and road improvements are designed to be *transit-supportive*;
 - ii) creating a *multi-modal* environment with enhanced transportation options and amenities for transit users, pedestrians, and cyclists;
 - iii) planning for greater levels of transit service to connect people to existing and planned local and regional destinations;
 - iv) ensuring *development* considers the evolving function of Speers Road over the long-term and protects for future road improvements to enable a *multi-modal* environment; and,
 - v) emphasizing the importance of the corridor as a key component of the Town and Region-wide transportation network.

26.4.3 Development Concept

The Speers Road Corridor is a six kilometre multi-purpose arterial stretching from Bronte Road to Kerr Street. The corridor consists of a mix of existing employment uses, including service commercial, *arterial commercial* and motor vehicle related uses, which serve both a local and broad market area. Uses within the Speers Road Corridor *Special Policy Area* generally do not locate in planned commercial shopping areas, retail centres or plazas due to their business activities or function. The corridor will continue to support a wide range and mix of business and economic activities. It is not expected that all uses will be permitted in all locations. Limits on the type and scale of uses shall be provided through policy direction and the implementing zoning. Special consideration will also be given to properties adjacent to the Residential Area to ensure an appropriate transition.

It is the intent of this Plan to enable *intensification* opportunities, *transit-supportive development* and increased employment densities throughout the corridor. The corridor is comprised of three districts, with a distinct character in terms of land use and built form.

a) Bronte Creek to East of Third Line District

New *development* within this district will support the establishment of a westerly node around the Bronte GO Station. The area around the Bronte GO Station is an *Employment Area* and *major transit station area* and will be planned to accommodate growth and a minimum density target established in coordination with Halton Region. A future study of this *major transit station area* will update the policies to establish boundaries, land uses, and the intensity, form and scale of *development*. The study will be coordinated with Halton Region and will consider, among other matters, moving the existing bus transit terminal to the south side of the train tracks with access from Speers Road.

The Bronte GO *Major Transit Station Area* is intended to support greater *development* densities than the adjacent areas along the corridor to support the *Provincial priority transit corridor*. *Major office* and appropriate major institutional uses will be directed to this area. *Development* outside of the future Bronte GO *Major Transit Station Area* will be designed to integrate with and support the node and *Regional transit priority corridor*.

b) East of Third Line to Fourth Line District

This district will contain a mix of employment uses, including service and *arterial commercial* uses, and is expected to maintain a larger industrial presence on the north side of Speers Road. The area will provide for modest intensification opportunities, with an increased focus on pedestrian facilities.

c) Fourth Line to Kerr Street District

This district will contain a mix of employment uses, including service and *arterial commercial* uses. The area in proximity to Dorval Drive and east toward Kerr Street will be a transition area to the Kerr Village Main Street Growth Area. The transition area will be a focus for compatible *intensification* opportunities to take advantage of existing broader transportation connections, including transit, and to integrate the Speers Road Corridor *Employment Area* with the adjacent Kerr Village Main Street Growth Area to achieve a vibrant, mixed use area.

26.4.4 Functional Policies

In addition to the policies in Parts C and D of this Plan, the following functional policies apply to the Speers Road Corridor *Special Policy Area*.

a) Transportation

- i) Speers Road will evolve as a *Regional transit priority corridor*. Road improvements undertaken for the *Regional transit priority corridor* should consider opportunities to implement infrastructure, technology and operational improvements to improve travel speed, reliability, and convenience of transit service.
- ii) In balancing the objectives for Speers Road as a *Regional transit priority corridor* and an *intensification corridor*, the Town shall, when undertaking road improvements, work to limit property impacts, which would significantly lessen *development* and *intensification* opportunities.
- iii) In accordance with section 8.4 and notwithstanding the required right-of-way widths shown in Table 4, Functional Classification of Roads, it is anticipated that Speers Road will require additional right-of-way to accommodate improvements identified in the Transportation Master Plan, Active Transportation Master Plan, and as an evolving *Regional transit priority corridor*. Until such time that the ultimate right-of-way is incorporated into this Plan, site plans for new *development* shall consider and incorporate interim measures needed to protect for future road improvements.
- iv) Notwithstanding Schedule D, Active Transportation Master Plan, the preferred cycling facility type along Speers Road shall be a buffered bike lane.
- v) Road improvements shall incorporate pedestrian sidewalks and should consider opportunities for pedestrian signals, where appropriate, where limited pedestrian crossings are available.

- b) Parking
- i) To facilitate *transit-supportive* design, minimized surface parking areas, underground parking, and structured parking that is located away from Speers Road frontages, shall be encouraged. Where surface parking is provided, it should be located in the rear or side yard.
 - ii) Front yard parking shall be minimized to the extent possible. No greater than two rows of parking and its associated drive aisle shall be permitted in a front yard.
 - iii) The arrangement and location of on-site parking shall take into consideration the need for future road improvements. Front yard parking may be used as an interim condition prior to road improvements taking place.
 - iv) Shared driveways between adjacent properties are encouraged. Multiple driveway accesses from individual properties to Speers Road are discouraged and shall be restricted and reduced where feasible.
 - v) Shared parking areas between adjacent properties are encouraged, to the satisfaction of the Town, which:
 - reduce the requirement for individual driveway access; and,
 - reduce required parking standards for *development* that demonstrates, through a *transportation demand management* plan and implementation strategy, a reduction in parking is appropriate.
- c) Urban Design
- i) *Development* shall conform with the policies relating to urban design set out in Part C.
 - ii) *Developments* shall be designed to be *transit-supportive* including support for active transportation.
 - iii) Permitted uses within the *Special Policy Area* are encouraged to locate in employment mixed use buildings that create a compact built form.
 - iv) Where *development* is proposed on a lot abutting the existing Residential Area, it shall be designed to achieve an appropriate transition between the new *development* and existing Residential Area, which may include *compatible* built form including appropriate transition of height, spatial separation and landscape buffering.
 - v) *Developments* should incorporate improved pedestrian access from Speers Road into the adjacent Residential Areas where opportunities exist.

- vi) Urban design guidelines may be prepared for the Speers Road Corridor *Special Policy Area* and incorporated into the Livable by Design Manual, as amended.
- d) Accommodating Intensification
 - i) Property consolidation and land assembly to allow comprehensive site design and *development* proposals that are *transit-supportive* are encouraged.
 - ii) A minimum building height of two storeys shall be encouraged at the time of property redevelopment.
 - iii) New uses and *development* which provide increased employment densities over the existing condition shall be encouraged.
 - iv) A new criterion shall be developed for assessing consent applications for the Speers Road Corridor *Special Policy Area*.
- e) Minimum Density
 - i) A minimum employment density target, measured in jobs per hectare, shall be established for the Speers Road Corridor *Special Policy Area* in coordination with Halton Region.

26.4.5 Land Use Policies

Land use designations for the Speers Road Corridor *Special Policy Area*, are provided on Schedule F, South West Land Use, and Schedule G, South East Land Use. The following policies apply specifically to the Speers Road Corridor *Special Policy Area*.

- a) *Major retail* and residential uses shall not be permitted in *Employment Areas* outside of a delineated *major transit station area* in accordance with the 2019 Growth Plan.
- b) Where *arterial commercial* uses are permitted within the *Special Policy Area* they shall be limited in size. *Arterial commercial* uses shall be determined in the implementing zoning by-law.
- c) On lands designated Business Employment within the Speers Road Corridor *Special Policy Area* the following additional policies apply:
 - i) Indoor sports facilities, places of entertainment, *arterial commercial* uses, service commercial uses, and accessory retail in conjunction with another permitted employment use may also be permitted. *Major offices* may also be permitted within 500 metres of the Bronte GO Station.

- ii) *Arterial commercial* and service commercial uses, which include retail showrooms, on sites designated Business Employment shall not exceed the greater of:
 - 2,000 square metres in total floor area; or,
 - 50 percent of the total floor area when located within a mixed use building containing employment uses.
- iii) Existing commercial uses which exceed 2,000 square metres in floor area or 50 percent of the total floor area on a lot when mixed with employment uses, shall be permitted.
- iv) New outdoor storage areas shall not be permitted on lots abutting the Residential Area.
- d) On the lands designated Industrial within the Speers Road Corridor *Special Policy Area* the following additional policies apply:
 - i) Office uses may be permitted; and,
 - ii) Hotels, public halls, and places of entertainment may also be permitted subject to the policies of section 14.1.9 of this Plan.
- e) On the lands designated Business Commercial within the Speers Road Corridor *Special Policy Area* the following additional policies apply:
 - i) Light industrial uses such as manufacturing, assembling, processing, fabricating, repairing, warehousing and wholesaling, and *arterial commercial* uses may be permitted.
 - ii) *Arterial commercial* uses shall not exceed 2,500 square meters in total floor area.
 - iii) Areas in proximity to intersections shall be the focus for concentrations of retail and service commercial uses.

26.4.6 Implementation Policies

In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to the Speers Road Corridor *Special Policy Area*.

- a) Consents (Severances)
 - i) In addition to the criteria to grant a consent in section 28.14.2, applications for consent for a new lot may only be granted where the severance does not fragment the lotting fabric which would preclude comprehensive site design,

development and intensification from taking place in accordance with the policies for the Speers Road Corridor *Special Policy Area* on the retained and new lot.

b) Phasing/Transition

- i) *Development* will likely occur gradually over the long-term and be coordinated with the provision of infrastructure, including:
- transit service;
 - *multi-modal* transportation improvements;
 - water and wastewater services; and,
 - streetscape improvements.
- ii) The area around the Bronte GO Station is a *major transit station area* where *major office* and appropriate major institutional uses will be directed. Until such time that the Bronte GO *Major Transit Station Area* is geographically delineated, in consultation with Halton Region, the policies of the Speers Road Corridor *Special Policy Area* shall apply.

c) Programs and Initiatives

- i) As part of updating the Town's Economic Development Strategy, the Town shall integrate and align the land use planning objectives with the economic goals and strategies to retain and attract investment and employment for the Speers Road Corridor *Special Policy Area*.
- ii) The Town shall prepare a *community improvement plan*, in accordance with section 28.16 of this Plan and the *Planning Act*, for brownfield redevelopment which includes the Speers Road Corridor *Special Policy Area*.
- iii) The Town shall, in consultation with Halton Region, update the policies for the Speers Road Corridor *Special Policy Area*, as required, in coordination with the:
- Region of Halton Mobility Management Strategy;
 - Region of Halton *municipal comprehensive review* including the development of an employment strategy; and,
 - Region of Halton's delineation of the Bronte GO *Major Transit Station Area*.

26.5 Corridors

Corridors represent general linear areas along major arterial roads. These areas provide a linkage between nodes and can provide for various functions including support for *Employment Areas* or as a buffer to residential neighbourhoods. Corridors generally contain a mix of uses, many in transition, and many unrelated or connected in form or function. Corridors are recognized for their potential for *intensification* due to their location along major transit routes and, in many cases, because they contain numerous vacant or underutilized lands.

- 26.5.1 The corridor located along Dundas Street should be further studied by the Town to identify *intensification* opportunities associated with planned transit improvements, and appropriate land use policies to accommodate those *intensification* opportunities.

26.6 Greenbelt Plan Areas

- 26.6.1 The lands identified as *Greenbelt areas* on the accompanying schedules are subject to the *Greenbelt Plan*. Many of the lands that contain the Greenbelt overlay are designated Natural Area or Parkway Belt West and contain natural features. While this Plan's policies are applicable, where there is a conflict between this Plan and the *Greenbelt Plan* policies, the *Greenbelt Plan* policies shall prevail.

26.7 Heritage Conservation Districts and Cultural Heritage Landscapes

A *Special Policy Area* applicable to a Heritage Conservation District or *cultural heritage landscape* is intended to provide specific policies beyond the general policies and underlying land use designations and associated policies of this Plan to support the conservation of these areas.

- 26.7.1 Glen Abbey Golf Course Special Policy Area

A *Special Policy Area* applies to the lands municipally known as 1333 Dorval Drive, as shown on Schedules H and I, which contain the Glen Abbey Golf Course and are a *cultural heritage landscape* protected by the Town under the *Ontario Heritage Act*. The following additional policies support the protection, management and use of the *cultural heritage landscape* in a manner that ensures its cultural heritage value or interest and *heritage attributes* are retained.

- a) On the portion of the Glen Abbey Golf Course *Special Policy Area* designated Private Open Space, only the following uses shall be permitted:
- i) golf course;
 - ii) uses related to the golf course use within existing buildings, including:
 - banquet and dining facilities;

- limited retail and service commercial uses;
 - manufacturing and storage;
 - recreational, educational and cultural facilities;
 - administrative offices; and,
 - facilities exclusively devoted to the operation and maintenance of the golf course, including maintenance/groundskeeper facilities and residential accommodation for caretakers and maintenance staff.
- iii) office uses within the RayDor Estate building; and,
- iv) a hotel / conference centre with accessory facilities and uses thereto, only within a portion of the lands designated Private Open Space, and only where the Town is satisfied that the alteration of the lands to permit the use has met the applicable requirements of section 33 of the *Ontario Heritage Act* and will *conserve* the *cultural heritage landscape*, as regulated by the implementing zoning.
- b) Notwithstanding 26.6.1(a)(ii), on the upland portion of the Glen Abbey Golf Course *Special Policy Area* designated Private Open Space, additions to existing buildings, or new buildings exclusively devoted to operation and maintenance of the golf course, may be permitted only where the Town is satisfied that the alteration of the lands to permit such addition or new building has met the applicable requirements of section 33 of the *Ontario Heritage Act* and will *conserve* the *cultural heritage landscape*.
- c) On the portion of the Glen Abbey Golf Course *Special Policy Area* designated Natural Area, only the following uses shall be permitted:
- i) golf course; and,
 - ii) conservation uses.

26.8 Other Areas for Further Study

26.8.1 The following areas have been identified for potential future *development* and should be comprehensively studied to determine future land uses and policies:

- a) lands within the Neighbourhood Commercial designation southeast of the intersection of Cornwall Road and Trafalgar Road;
- b) lands in the vicinity of the QEW and Bronte Road on the north side; and,

- c) lands in the vicinity of Highway 403 on the west side between Dundas Street and Upper Middle Road.

26.8.2 The comprehensive studies for potential future *development* areas should address servicing and *infrastructure* needs, including a detailed transportation needs analysis, phasing of servicing and *development*, and appropriate land uses. Approvals for individual site *development* applications in these areas shall be considered premature until the necessary comprehensive studies are completed.

27. EXCEPTIONS

27.1 South West Exceptions – Schedule F

The following additional policies apply to certain lands on Schedule F, South West – Land Use, excluding the Bronte Village Growth Area.

- 27.1.1 On the lands designated Core Commercial north of Wycroft Road, east of Burloak Drive, general merchandise stores or any department store exceeding 9,290 square metres, shall not be permitted.
- 27.1.2 On the lands designated High Density Residential on the south side of Lakeshore Road West, west of Great Lakes Boulevard:
- a) The *development* shall consist of three buildings with a maximum of 300 residential units.
 - b) The buildings heights shall not exceed eight storeys and shall be terraced from eight storeys on the north side and five storeys along the south side adjacent to the public walkway.
 - c) A tree preservation area shall be established along the Lakeshore Road West frontage to minimize impacts on the significant trees and the natural habitat on the site.
 - d) A top-of-bank walkway and an *erosion* setback area shall be established along the Lake Ontario shoreline.
 - e) Only one vehicular access shall be permitted to Lakeshore Road West to minimize the impact on the tree preservation area.
 - f) No buildings, structures or parking facilities shall be permitted within the tree preservation area, *erosion* setback and top-of-bank public walkway areas other than one temporary sales pavilion/trailer and one driveway and associated landscape or entrance features.
- 27.1.3 The corridor designated Parks and Open Space, Natural Area and Waterfront Open Space that runs between Rebecca Street and the pier opposite the southern terminus of Great Lakes Boulevard, including portions of Shell Park, may be used for the transmission of petroleum and petrochemical products.
- 27.1.4 On the lands designated Low Density Residential at the southwest corner of Rebecca Street and Woodside Drive, a maximum of 30 units shall be permitted.
- 27.1.5 On the lands designated Medium Density Residential at the northwest corner of Sedgewick Crescent and Woodside Drive, a maximum of 28 units shall be permitted.

- 27.1.6 On the lands designated Natural Area on the west side of the Appleby College property, the existing sports field and open space use may be restored and/or rebuilt to its previous condition if damaged or destroyed by a natural disaster, subject to the following:
- a) The owner shall prepare an environmental impact statement to demonstrate, to the satisfaction of the Town, that *erosion* and any adverse impacts to water quality, water quantity, slope stability, *wildlife* habitat, existing vegetation and drainage shall be minimized and existing valley slopes shall not be disturbed.
 - b) Necessary mitigation measures shall be implemented to the satisfaction of the Town.
 - c) The necessary permits shall be obtained from Conservation Halton.
- 27.1.7 On the lands designated Business Commercial at the northeast corner of Burloak Drive and Rebecca Street a maximum of 7,600 square metres of convenience retail and service commercial uses may be permitted. Of the 7,600 square metres of convenience retail and service commercial uses, a maximum of 3,252 square metres may be permitted for a food store. A minimum of 1,393 square metres shall be provided for office uses. All uses will be subject to further limitations defined within the implementing zoning.
- 27.1.8 On the lands designated Business Employment known as 399 Speers Road, notwithstanding section 14.1.6, a retail warehouse may be permitted. Additional retail and service commercial uses may also be permitted up to a maximum of 2,500 square metres on the site.
- 27.1.9 On the lands designated Business Employment located north of Rebecca Street, west of Great Lakes Boulevard and east of Burloak Drive, a *place of worship* and associated *educational facility* on a site greater than two hectares may be permitted.
- 27.1.10 On the lands designated Business Employment and known as 3422 Superior Court, motor vehicle related uses may also be permitted.
- 27.1.11 On the lands designated Business Employment known as 2231 Wyecroft Road, a transportation terminal may also be permitted.
- 27.1.12 On the lands designated Industrial at the southeast corner of Wyecroft Road and Redwood Square, *special needs housing* limited to an emergency shelter, may also be permitted.
- 27.1.13 On the lands designated Low Density Residential known as 3060 Lakeshore Road West, a veterinary clinic may also be permitted.

27.1.14 On the lands designated Neighbourhood Commercial on the north side of Pinegrove Road, opposite Wendall Place, a maximum building height of three storeys shall be permitted.

27.2 South East Exceptions – Schedule G

The following additional policies apply to certain lands on Schedule G, South East – Land Use, excluding the Midtown Oakville, Kerr Village and Downtown Oakville Growth Areas.

27.2.1 The lands designated Medium Density Residential on the south side of Robinson Street between Water Street and Navy Street may be developed for a maximum of 13 dwelling units.

27.2.2 On the lands designated Business Employment on the west side of Winston Churchill Boulevard, north of Deer Run Avenue and south of the railway spur line, outside storage may also be permitted provided that it is not adjacent to the open space corridor and is appropriately buffered from the Residential Area to the west.

27.2.3 The lands designated Medium Density Residential on the northwest corner of Sheddon Avenue and Allan Street may be developed for a maximum of 19 apartment dwelling units. The maximum building height shall be three storeys.

27.2.4 On the lands designated High Density Residential known as 262 and 268 Reynolds Street, a maximum building height of three storeys shall be permitted.

27.2.5 On the lands designated High Density Residential known as 288 Reynolds Street, a maximum building height of three storeys shall be permitted.

27.2.6 On the lands designated High Density Residential known as 312 Reynolds Street, a maximum of five apartment units, and a maximum building height of three storeys shall be permitted.

27.2.7 On the lands designated High Density Residential known as 392 Pine Avenue, a maximum building height of six storeys shall be permitted.

27.2.8 On the lands designated Low Density Residential at the southwest corner of Lakeshore Road East and Maple Grove Drive, and known as the historic Edgemere estate, a maximum of 32 dwelling units may be permitted, consisting of:

- a) Ten residential buildings, designed to look like detached dwellings, each containing a maximum of three dwelling units; and,
- b) the heritage gate house and coach house, each containing one dwelling unit.

- 27.2.9 A portion of the lands designated Business Employment at the northeast corner of Wycroft Road and Dorval Drive may also be used for retail uses as regulated by the implementing zoning.
- 27.2.10 On the lands designated Low Density Residential on the east side of Charnwood Drive, south of Charnwood Park, only detached dwellings shall be permitted, and the density shall not exceed 10 units per *site hectare*.
- 27.2.11 On the lands designated Low Density Residential at the southwest corner of Dunn Street and Trafalgar Road, apartments and business office uses may also be permitted in the existing building.
- 27.2.12 On the lands designated Medium Density Residential on the east side of Allan Street, south of Sheddon Avenue, a maximum of nine residential dwelling units is permitted.

27.3 West Exceptions – Schedule H

The following additional policies apply to certain lands on Schedule H, West – Land Use, excluding the Palermo Village Growth Area.

- 27.3.1 On the lands designated High Density Residential on the south side of Upper Middle Road West, west of Reeves Gate and immediately adjacent to the east tributary of the Fourteen Mile Creek, only an apartment building with a maximum of 95 dwelling units shall be permitted. The maximum building height shall be three storeys.
- 27.3.2 On the lands designated Private Open Space on the south side of Dundas Street, immediately west of Sixteen Mile Creek (St. Volodymyr’s Cultural Centre), excluding the cemetery lands, only the following uses may be permitted:
- a) a *place of worship*;
 - b) a youth hostel;
 - c) a community centre;
 - d) senior citizens’ housing;
 - e) conservation uses; and,
 - f) active and passive recreational uses.
- 27.3.3 On the lands designated Low Density Residential on the west side of Montrose Abbey Drive, south of the lands fronting onto Friars Court and north of the Glen Abbey Trail:
- a) *Development* shall be designed to preserve intact both the wooded *character* of the area and preserve individually identified specimen trees to the maximum extent possible. A tree inventory and arborist’s report shall be required to indicate

the location, species and health of all significant trees. Higher standards of tree protection may be imposed, where warranted, to provide for the long-term preservation of the wooded area.

- b) To provide flexibility in *development*, while ensuring the preservation of trees, a range of housing is permitted. Detached, semi-detached and *multiple attached dwellings* may be permitted. Building clusters and other innovative forms of low-density housing, which maximize the preservation of trees, may also be considered.
- c) The maximum density shall not exceed 16 units per *site hectare*.
- d) Site plan approval shall be required.

27.3.4 On the lands designated Medium Density Residential on the east side of Proudfoot Trail south of Dundas Street West, a density between 13 and 57 units per *site hectare* may be permitted. Low density residential uses may also be permitted on the lands in accordance with section 11.2. The lands may also be used for a temporary model home sales office and for model homes.

27.3.5 On the lands designated Medium Density Residential on the south side of Dundas Street West, west of Elder Lane, the maximum residential density shall be 55 units per *site hectare*.

27.3.6 The lands designated Natural Area and Parks and Open Space along the Fourteen Mile Creek valley between Upper Middle Road West to the north and the Q.E.W. to the south are within the Parkway Belt West Plan. The policies of the Parkway Belt West Plan shall govern the use of land until such time that the lands are removed from the Parkway Belt West Plan and come under the jurisdictions of the Town and this Plan.

27.3.7 **Bronte Green Lands**

The Bronte Green Lands comprise the former Saw-Whet Golf Course known municipally as 1401 Bronte Road. The Bronte Green Lands also include a portion of lands owned at the time by the Region of Halton situated north of the southerly section of the proposed Collector Road shown on Schedule H.

The Bronte Green Lands are within a larger area known as the Merton Lands that are generally located north of the QEW and south of Upper Middle Road between Fourteen Mile Creek and Third Line to the east and Bronte Road to the west.

The following policies provide a framework for *development* of the Bronte Green Lands.

27.3.7.1 Development Concept

The Bronte Green Lands consist of a preserved and enhanced natural environment area along Fourteen Mile Creek and its tributaries. These lands provide for environmental protection and linkages with Bronte Creek to the west.

Development of the Bronte Green Lands intends to provide for environmental protection and the redevelopment of existing private open spaces and public institutional lands.

Development of the Bronte Green Lands shall contribute to a *complete community* with a mix of uses including a range of residential uses, commercial uses, recreation and open space areas, convenient access to public transportation and local services, and community facilities such as a school, if required.

Development within 400 metres of Bronte Road, a *higher order transit* corridor with *frequent transit* service, shall be *transit-supportive* with built form oriented toward Bronte Road.

The proposed minor collector road shall be the primary route through the Bronte Green Lands. The proposed minor collector shall support multiple mobility choices and connections and shall link community facilities including a neighbourhood park. The minor collector road shall form a minor gateway location at the northern intersection with Bronte Road. Multiple mobility choices and connections to urban squares and an open space trail network shall also be supported through the local road network to be developed.

27.3.7.2 Functional Policies

In addition to the policies in Part C of this Plan, the following policies apply to the Bronte Green Lands.

- a) Urban Design
 - i) *Development* should be designed to provide a sense of place and neighbourhood *character*.
 - ii) *Development* shall provide a high quality public realm incorporating focal points such as parks and urban squares featuring gathering spaces, enhanced landscaping, seating and public art.
 - iii) *Development* shall be designed to provide for a mix of uses and various lot patterns and housing choices.
 - iv) *Development* shall provide a seamless transition between the public and private realms and promote pedestrian access between the built form and public realm along the street edge.

- v) Buildings should be oriented towards higher-order street frontages, open spaces and parks to provide interest and comfort at ground level for pedestrians.
- vi) Residential buildings should feature active frontages with living spaces and/or porches to support pedestrian streetscape.
- vii) Residential uses shall be designed to reduce the visual appearance of garage doors along the street edge.
- viii) To avoid a garage-dominated streetscape where lot frontages are narrow, rear laneways may be permitted.
- ix) For *development* adjacent to Bronte Road:
 - Buildings should be located close to Bronte Road to provide visual interest to pedestrians and a sense of enclosure to the street.
 - Building frontages and main entrances shall address Bronte Road.
 - Midblock pedestrian connections from Bronte Road into the interior of the community shall be provided for blocks longer than 200 meters.
 - A window street may be permitted with limited frontage along Bronte Road.
 - Land uses directly abutting the Natural Area shall be comprised of a combination of residential lots, single loaded vista roads and open space.
- x) Views and pedestrian connections from the developed area into the Natural Area and Parks and Open Space areas along the west side of Fourteen Mile Creek valley shall be encouraged.
- xi) Gateways
 - The northern intersection of Bronte Road with the proposed minor collector road shall be a minor gateway location. Gateway locations should be enhanced by features including prominent buildings, strategic building placement, landscape features and public art.
- b) Transportation
 - i) The proposed public road east of Bronte Road, shown on Schedule H, West Land Use, shall be classified as a minor collector road.

- ii) Notwithstanding Table 4 in section 8.4, Rights-of-Way, the right-of-way for:
 - The minor collector road shall be a minimum of 19 metres wide.
 - The minor collector road where it contains the Region of Halton trunk sewer easement shall be a minimum of 24 metres wide. A portion of the 24 m right-of-way containing part of the Region of Halton trunk sewer easement shall be a boulevard.
 - Local roads shall be a minimum of 17 metres wide but may be reduced by one metre in width when a sidewalk is not required on both sides of the road in accordance with section 8.10.7 of this Plan.
 - iii) *Development* shall provide for modified grid road patterns, coordinated road connections and coordinated intersections. Culs-de-sac shall be discouraged.
 - iv) Single-loaded roads shall be encouraged abutting portions of the Natural Area.
 - v) Roadway alignments shall be coordinated with existing infrastructure wherever feasible to minimize impact on the surrounding area.
 - vi) *Development* shall provide for a complete and connected *active transportation* network including bike routes, trails, pedestrian connections and sidewalks as well as improved connectivity with the existing *active transportation* network.
 - vii) On-street parking shall be encouraged on the proposed minor collector road.
- c) Sensitive Land Uses
- i) Sensitive land uses shall not be located within 300 metres of the property line of the Mid-Halton Wastewater Treatment Plant.
 - ii) Noise from all existing stationary sources of sound emanating from the Woodlands Operation Centre and works yard, Halton Regional Centre, future Emergency Medical Services building, and associated facilities, and the reasonable or planned expansion of such Regional facilities shall be appropriately mitigated by the proponents of the proposed *development* to achieve the MOECC NPC-300 guidelines for all sensitive land uses within the *development*. The costs associated with the required acoustic barriers and all recommended site source controls to achieve MOECC NPC-300 noise criteria shall be borne solely by the proponents of a proposed *development*.

d) Community Facilities

- i) The opportunity for an elementary school block shall be provided through the *development* process if required. In determining the location for a potential school block if required, the following criteria shall be considered:
 - the site shall be located on the proposed minor collector road;
 - the site is located to limit traffic infiltration;
 - the site is located adjacent to, or in proximity to a neighbourhood park where practical and where land efficiencies can be achieved through joint programming; and,
 - the site is designed to reduce the overall land requirements through means such as incorporation of on-street parking, multiple storeys, and joint use to reduce land requirements.
- ii) A neighbourhood park shall be provided. In determining the location for the neighbourhood park, the following criteria shall be considered:
 - the site is located along the minor collector road.
- iii) Two urban squares shall be provided. In determining the location of the urban squares the following criteria shall be considered:
 - the site(s) supports walkability across the balance of the residential areas and are correspondingly distributed;
 - the site(s) is located to support the enhancement of Natural Area or identified natural features, where feasible; and,
 - the site(s) is located to support and enhance the higher density *development* along Bronte Road, where feasible.
- iv) A trail system shall be provided along the west side of Fourteen Mile Creek and its tributaries and may include pedestrian crossings where feasible. The trail system shall support future connections to the planned trail system on the east side of Fourteen Mile Creek.
- v) A trail system shall be provided primarily within the buffer and enhancement areas in the Natural Area and adjacent to the land uses directly abutting the Natural Area.
- vi) The provision of the trail system adjacent to the land uses directly abutting the Natural Area shall not preclude future connections to the planned trail system on the east side of Fourteen Mile Creek.

- vii) A trail system shall be encouraged on the lands designated Parkway Belt containing the transmission corridor in consultation with the owner.
- e) Sustainability
 - i) *Development* of the Bronte Green Lands will provide for the long-term protection, preservation and enhancement of the related features, functions and linkages of the natural heritage system.
 - ii) *Development* shall provide tree canopy cover in accordance with the North Oakville Urban Forest Strategic Management Plan.
- f) Stormwater Management
 - i) Stormwater management shall not increase risk to downstream flood prone areas.
 - ii) Stormwater management shall take into consideration the ecological sensitivity of Fourteen Mile Creek and shall adhere to all local, provincial and federal requirements.
 - iii) Best management practices including low impact *development* shall be required.

27.3.7.3 Land Use Policies

Land use designations for the Bronte Green Lands are provided on Schedule H, West Land Use. In addition to the policies in Part D of this Plan, the following policies apply to the Bronte Green Lands.

- a) *Transit-supportive* density targets
 - i) Residential *development* within 400 m of Bronte Road shall achieve an overall minimum *transit-supportive* density target of 37 units per gross hectare.
- b) Low Density Residential
 - i) On the lands designated Low Density Residential, a row of townhouses may be permitted on the north side of the southerly section of the proposed collector road shown on Schedule H to buffer from adverse impacts from the Regional lands located to the south. The need for, and design of, the potential townhouse block will be determined through a noise study.

- c) Medium Density Residential
 - i) On the lands designated Medium Density Residential, the minimum building height shall be 3 storeys for *development* abutting Bronte Road.
 - ii) On the lands designated Medium Density Residential, permitted residential uses on the north side of the southerly section of the proposed collector road shown on Schedule H may require a buffer to mitigate adverse impacts from the Regional lands located to the south. The need for a buffer and the design of the buildings will be determined through a noise study.
- d) High Density Residential
 - i) On the lands designated High Density Residential adjacent to Bronte Road, the minimum building height shall be 4 storeys and the maximum building height shall be 6 storeys.
 - ii) For the lands designated High Density Residential at the south-east corner of Bronte Road and Upper Middle Road the maximum density shall be 200 units per ha.
- e) Neighbourhood Commercial
 - i) On the lands designated Neighbourhood Commercial, the minimum building height shall be 2 storeys. *Development* shall be in the form of two storey buildings while a portion of the second storey shall contain functional office space. The extent of functional office space shall be determined through implementing zoning and site plan design.

27.3.8 Bronte Road West Lands

The Bronte Road West Lands comprise the lands on the west side of Bronte Road municipally known as part of 1300 Bronte Road, and 1316, 1326, 1342, 1350, 1354 and 1372 Bronte Road.

The Bronte Road West Lands are within a larger area known as the Merton Lands that are generally located north of the QEW and south of Upper Middle Road between Fourteen Mile Creek and Third Line to the east and Bronte Road to the west. The Bronte Road West Lands comprise the portion of the Merton Lands located west of Bronte Road and east of the Bronte Creek.

The following policies provide a framework for *development* of the Bronte Road West Lands.

27.3.8.1 Development Concept

The Bronte Road West Lands are adjacent to and include a portion of a preserved natural environment area along Bronte Creek, and Fourteen Mile Creek and its tributaries. *Development* of the Bronte Road West Lands shall provide for the long-term protection, preservation and enhancement of the related features, functions and linkages of the natural environment area.

Development of the Bronte Road West Lands shall contribute to a *complete community*.

Development within 400 m of Bronte Road, a *higher order transit* corridor with *frequent transit* service, shall be *transit-supportive* with built form oriented toward Bronte Road.

A public road shall be the primary access into the Bronte Road West Lands supporting multiple mobility choices and connections.

The proposed road shall form a minor gateway location at the intersection of Bronte Road.

27.3.8.2 Functional Policies

In addition to the policies in Part C of this Plan, the following policies apply to the Bronte Road West Lands.

a) Cultural Heritage

- i) *Cultural heritage resources* shall be maintained and integrated into new *development*.
- ii) A heritage impact assessment shall be required on sites containing *cultural heritage resources*.
- iii) *Cultural heritage resources* shall be *conserved* through *compatible* transition in height and built form from adjacent lands designated Medium Density Residential.

b) Urban Design

- i) *Development* should be designed to provide a sense of place and neighbourhood *character*.
- ii) *Development* shall provide a seamless transition between the public and private realms and promote pedestrian access between the built form and public realm along the street edge.

- iii) *Development* shall be designed to provide for various lot patterns and housing choices.
 - iv) Buildings should be oriented towards higher-order street frontages, parks, if required, and open space to provide interest and comfort at ground level for pedestrians.
 - v) Residential buildings should feature active frontages with living spaces and/or porches to support pedestrian streetscape.
 - vi) Residential uses shall be designed to reduce the visual appearance of garage doors along the street edge.
 - vii) To avoid garage-dominated streetscape where lot frontages are narrow, rear laneways may be permitted.
 - viii) For *development* adjacent to Bronte Road:
 - Buildings should be located close to Bronte Road to provide visual interest to pedestrians and a sense of enclosure to the street.
 - Building frontages and main entrances shall address Bronte Road.
 - Midblock pedestrian connections from Bronte Road into the interior of the community shall be provided for blocks longer than 200 meters.
 - ix) Land uses directly abutting the Natural Area and Bronte Creek shall be comprised of a combination of residential lots and open space.
 - x) Views and pedestrian connections from the developed area into the Natural Area shall be encouraged.
 - xi) Gateways
 - The intersection of Bronte Road with the proposed road shall be a minor gateway location.
 - Gateway locations should be enhanced by features including prominent buildings, strategic building placement, landscape features and public art.
- c) Transportation
- i) The development of the proposed road and access to the Bronte Road West Lands shall be on a public road and coordinated with the intersection and access to *development* to the east of Bronte Road.

- ii) For any subsequent planning or *development* applications on the Bronte Road West Lands, the completion of a transportation impact study shall be required to determine the width of the proposed road.
- d) Community Facilities
 - i) A trail system shall be provided primarily within the buffer in the Natural Area and adjacent to the land uses directly abutting the Natural Area.
- e) Sustainability
 - i) *Development* of the Bronte Road West Lands shall provide for the long-term protection, preservation and enhancement of the related features, functions and linkages of the natural heritage system.
 - ii) *Development* shall provide tree canopy cover in accordance with the North Oakville Urban Forest Strategic Management Plan.
- f) Stormwater Management
 - i) The final type, size and location of stormwater management facilities shall be determined through the *development* process.
 - ii) Stormwater management shall not increase risk to downstream flood prone areas.
 - iii) Stormwater management shall take into consideration the ecological sensitivity of Bronte Creek and Fourteen Mile Creek and shall adhere to all local, provincial and federal requirements.
 - iv) Best management practices including low impact *development* shall be required.

27.3.8.3 Land Use Policies

Land use designations for the Bronte Road West Lands are provided on Schedule H, West Land Use. In addition to the policies in Part D of this Plan, the following policies apply to the Bronte Road West Lands.

- a) Parkway Belt West Plan
 - i) The lands identified by Parkway Belt – Overlay form part of the Parkway Belt West Plan. Until such time that these lands are removed from the Parkway Belt West Plan and come under the jurisdiction of the Town and this Plan, the policies of the Parkway Belt West Plan shall govern the use of land.

- b) Transit-supportive density targets
 - i) Residential *development* within 400m of Bronte Road shall achieve an overall minimum *transit-supportive* density target of 37 units per net hectare.
- c) Low Density Residential
 - i) Development shall be on public roads.
- d) Medium Density Residential
 - i) On the lands designated Medium Density Residential adjacent to Bronte Road the minimum building height shall be 3 storeys and the maximum building height shall be 6 storeys.
 - ii) An office use may be permitted in conjunction with adaptive reuse and conservation of the identified *cultural heritage resources*.
- e) Natural Area
 - i) The Natural Area as shown on Schedule H includes the buffer to the natural heritage features and corresponds to a refinement to the boundaries of the Regional Natural Heritage System on the Bronte Road West Lands. A minimum 30 m buffer shall be required from the following components of the Regional Natural Heritage System on the Bronte Road West Lands: significant wetlands, significant woodlands and watercourses that are within a Conservation Authority Regulation Limit or that provide a linkage to a wetland or significant woodlands and watercourses, as such components are defined in sections 115.3(1) b), 115.3(1) d) and 115.3(5), respectively, of the Regional Official Plan. The 30 m buffer, as shown on Schedule H, West Land Use may only be further refined through an EIA approved by the Region.

27.3.8.4 Implementation Policies

- a) The uses and buildings that legally existed prior to the adoption of this Plan may be permitted to continue, however, they are intended to be redeveloped in conformity with this Plan
- b) For any subsequent planning or *development* applications on the Bronte Road West Lands, the completion of a noise study shall be required to confirm there are no negative impacts from adjacent land use and transportation facilities.
- c) For any subsequent planning or *development* applications on the Bronte Road West Lands, the proposed *development* must be supported by a geotechnical assessment to confirm there are no negative impacts to slope stability.

- d) Any *development* or site alteration, as these terms are defined in the Regional Official Plan, on the Bronte Road West Lands shall be subject to the policies of the Regional Official Plan, including without limitation section 118(3).
- 27.3.9 On the lands designated Business Employment known as 1179 Bronte Road, motor vehicle related uses associated with the services provided by Halton Region may also be permitted.
- 27.3.10 On the lands designated Core Commercial on the south side of North Service Road West, immediately west of the Kerr Street off ramp from the Queen Elizabeth Way, a hotel with a maximum building height of seven storeys may also be permitted.

27.4 Central Exceptions – Schedule I

The following additional policies apply to certain lands on Schedule I, Central – Land Use, excluding the Uptown Core Growth Area.

- 27.4.1 On the lands designated High Density Residential at the southwest corner of Dundas Street and Prince Michael Drive the maximum building height shall be eight storeys.
- 27.4.2 On the lands designated Medium Density Residential known as 29 The Greenery, a convenience store may be permitted in combination with a residential use. The maximum gross commercial floor area shall be 100 square metres and no on-site parking shall be required for the commercial use.
- 27.4.3 On the lands designated Neighbourhood Commercial at the northwest corner of Upper Middle and Trafalgar Roads, only a motor vehicle service station and a motor vehicle repair facility shall be permitted.
- 27.4.4 On the lands designated Neighbourhood Commercial at the northeast corner of White Oaks Boulevard and Trafalgar Road, office uses may also be permitted.
- 27.4.5 On the portion of the Oakville Golf Club property designated Natural Area, the existing golf course use may be restored and/or rebuilt to its previous condition if damaged or destroyed by a natural disaster, subject to the following:
- a) The owner shall prepare an environmental impact statement to demonstrate, to the satisfaction of the Town, that *erosion* and any adverse impacts to water quality, water quantity, slope stability, *wildlife* habitat, existing vegetation and drainage shall be minimized and existing valley slopes shall not be disturbed.
 - b) Necessary mitigation measures shall be implemented to the satisfaction of the Town.
 - c) The necessary permits shall be obtained from Conservation Halton.

- 27.4.6 On the lands designated Medium Density Residential on the east side of Postridge Drive, north of English Rose Lane, retail and service commercial uses may also be permitted on the ground floor of buildings fronting onto Postridge Drive.
- 27.4.7 On the lands designated Neighbourhood Commercial at the southeast corner of Dundas Street East and Prince Michael Drive, the maximum floor area for retail and service commercial uses shall be regulated by the implementing zoning.
- 27.4.8 On the lands designated Community Commercial known as 400 Dundas Street East, a motor vehicle repair facility may be permitted provided it serves a secondary function within the site.

27.5 East Exceptions – Schedule J

The following additional policies apply to certain lands on Schedule J, East – Land Use.

- 27.5.1 On the lands designated Business Commercial on the east side of Eighth Line north of the future Iroquois Shore Road, notwithstanding sections 14.1.6 and 14.6.3, a maximum of 9,700 square metres of retail uses may be permitted. The type and size of uses on the site shall be defined within the implementing zoning.
- 27.5.2 On the lands designated Business Commercial at the southeast corner of Bristol Circle and Winston Park Drive (Oakville Entertainment Centrum):
- a) Motor vehicle related uses, including motor vehicle sales, shall not be permitted.
 - b) Retail uses shall not exceed 2,750 square metres in total floor area.
- 27.5.3 On the lands designated Industrial north of Royal Windsor Drive, west of Ford Drive and south and east of the Queen Elizabeth Way, *major office* and office uses may also be permitted.
- 27.5.4 On the lands designated Business Commercial at the northeast corner of Upper Middle Road and Ninth Line the following shall apply:
- a) An expansion to the existing *educational facility* is permitted in accordance with the existing zoning.
 - b) Any change to the zoning of the abutting lands shall recognize the existing *educational facility* and the current setback regulations as provided for in the existing zoning.

