



Town of Oakville Official Plan 2009

Office Consolidation
Last Updated: August 31, 2021

EXPLANATORY NOTES

The Livable Oakville Plan (2009 Town of Oakville Official Plan) was originally prepared to conform to the Province of Ontario's *Growth Plan for the Greater Golden Horseshoe, 2006* ("the Growth Plan"), as required by the *Places to Grow Act, 2005*. It replaced the policies contained in the 1984 Town of Oakville Official Plan, and currently applies to all lands within the town except the North Oakville East and West Secondary Plan areas between Dundas Street and Highway 407.

The Livable Oakville Plan was adopted by the Council of the Corporation of the Town of Oakville on June 22, 2009, through By-law 2009-112. It was approved by the Regional Municipality of Halton ("the Region") on November 30, 2009, with modifications, as it was deemed to conform to the Growth Plan and the Region's Official Plan, as amended, and to be consistent with the Provincial Policy Statement, 2005.

A number of parties appealed the Region's approval of the Livable Oakville Plan to the Ontario Municipal Board (OMB Case No. PL100058). The Board approved the Plan with further modifications, adjudicating the majority of the appeals, on May 10, 2011. By September 2012, the Board had approved settlements regarding all but two of the remaining appeals. Only one appeal remains active, as identified on Appendix 2. The other was withdrawn in July 2017.

The List of Amendments on the following pages includes all amendments to the Livable Oakville Plan since the original OMB approval.

Official Plan Review

The primary purpose of the ongoing town-wide Official Plan Review is to update the Livable Oakville Plan and North Oakville Secondary Plans to be consistent or in conformity with the latest Provincial legislation and policies as well as the Region of Halton Official Plan as amended through the ongoing Regional Official Plan Review.

In recent years, there have been several changes to Provincial legislation and policies that have impacted land use planning. Of particular note, the 2019 Growth Plan, as amended, requires the town and Region to plan for forecasted population and employment growth to the year 2051.

The town's Official Plan Review is proceeding through a series of official plan amendments that address specific geographic areas or subjects as well as the Regional Official Plan Review work. Official Plan Review-related amendments to the Livable Oakville Plan are identified in the List of Amendments on the following pages.

Office Consolidation

This office consolidation of the Livable Oakville Plan (2009 Town of Oakville Official Plan) incorporates all modifications, subsequent approvals and amendments to the Plan in effect as of **August 31, 2021**. It has been prepared for convenience. For accurate reference, please refer to the original decisions.

These introductory pages – including the Explanatory Notes, List of Amendments and Table of Contents – are not part of the Livable Oakville Plan.

LIST OF AMENDMENTS

OPA	Description	By-law ^①	Date in Effect / Status
N/A	Modifications and Subsequent Approvals to the Livable Oakville Plan (2009 Town of Oakville Official Plan) OMB Case No. PL100058; Refer to Appendix 2, Site-specific Appeal	2009-112 ^②	08/04/2011, 10/28/2011, 03/15/2012, 05/14/2012, 06/06/2012, 06/22/2012, 09/07/2012, 07/24/2017
1	Housekeeping Town-initiated OPA	2012-027	05/29/2012
2	Nautical Lakes Investments Inc. 455 Nautical Boulevard	2012-054	10/16/2012
3	Upper Middle Road GP Inc. 1455 Joshuas Creek Drive	2013-095	11/26/2013
4	inZone Conformity and Housekeeping Town-initiated OPA OMB Case No. PL140317; Parts remain under appeal	2014-013 ^②	02/26/2014, 11/16/2015, 01/12/2016, 02/26/2016, 04/01/2016, 04/04/2016, 09/27/2016, 12/21/2016
5	Trafalgar Road Corridor Town-initiated OPA OMB Case No. PL140387; Appeals withdrawn; Superseded OPA 6	2014-042	10/16/2014
6	1319284 Ontario Inc. and Dunpar Developments Inc. 2158, 2168, 2180 and 2192 Trafalgar Road OMB Case No. PL130321; Superseded by OPA 5	2014-061	05/02/2014
7	Garden Townes Inc. 113-131 Garden Drive	2014-035	05/21/2014
8	Urban Design (Coordination with the Livable by Design Manual – Urban Design Direction for Oakville) Town-initiated OPA OMB Case No. PL140731	2014-033 ^②	12/10/2014
9	New Horizon Group 3340 Dundas Street West Inc. 3340 Dundas Street West	2014-059	08/06/2014
10	Natural Heritage System Expansion – Fourteen Mile Creek Valley Town-initiated OPA Fourteen Mile Creek valley between Upper Middle Road West and QEW	2015-069	07/07/2015
11	Stateview Homes (Ivory Oak Gates) Inc. 2295 and 2307 Khalsa Gate	2015-064	08/05/2015

OPA	Description	By-law ^①	Date in Effect / Status
12	Former Chisholm Public School Town-initiated OPA 165 Charnwood Drive	2015-066	08/05/2015
13	Bronte Green Corporation Lands between Bronte Road and Fourteen Mile Creek, south of Upper Middle Road West “Bronte Road West Lands” - J. Enns, V. Enns, and 1442839 Ontario Ltd. 1300, 1316, 1326 and 1342 Bronte Road - C. Esposito, D. Dyche and D. Khanna et. al. 1350, 1354 and 1372 Bronte Road OMB Case No. PL141318	2016-102 ^②	08/03/2017
14	Midtown Oakville and Transportation Network Updates Town-initiated OPA LPAT Case No. 171100	2017-082 ^②	10/02/2018, 11/26/2018, 01/24/2019
15	Urban Structure Town-initiated OPA; Official Plan Review Date of Regional Approval: 04/26/2018; Last Date of Appeal: 05/16/2018 LPAT Case No. 180580; Appeals withdrawn	2017-079 ^④	05/17/2018, 07/09/2021
16	Cultural Heritage Policy Updates Town-initiated OPA; Official Plan Review LPAT Case No. 180581; Appeal withdrawn	2017-089 ^④	05/17/2018, 07/09/2021
17	Former Brantwood Public School Town-initiated OPA 221 Allan Street	2017-113	01/10/2018
18	Bronte Village Growth Area Town-initiated OPA; Official Plan Review Date of Regional Approval: 05/31/2018; Last Date of Appeal: 06/20/2018	2017-118	06/21/2018
19	Kerr Village Growth Area Town-initiated OPA; Official Plan Review Date of Regional Approval: 05/30/2018; Last Date of Appeal: 06/19/2018	2017-119	06/20/2018
20	Downtown Oakville Growth Area Town-initiated OPA; Official Plan Review Date of Regional Approval: 05/30/2018; Last Date of Appeal: 06/19/2018	2017-120	06/20/2018
21	East Sovereign GP Inc. 2286, 2296 and 2298 Sovereign Street; 124, 126 and 128 East Street Date of Regional Approval: 04/09/2018; Last Date of Appeal: 04/30/2018	2017-122	05/01/2018
22	Cortel Group / Trafalgar Heights Inc. 278 Dundas Street East	2017-123	01/10/2018
23	Former Hospital Site Town-initiated OPA 291 and 327 Reynolds Street; 348 MacDonald Road	2017-130	01/10/2018

OPA	Description	By-law ^①	Date in Effect / Status
24	Cultural Heritage Special Policy Areas incl. Glen Abbey Golf Course Town-initiated OPA LPAT Case No. 180158	2018-015	07/09/2021
25	Former Public Works Site Town-initiated OPA 2264, 2274 and 2320 Trafalgar Road	2018-029	07/17/2018
26	Employment and Commercial Policy Updates Town-initiated OPA; Official Plan Review Date of Regional Approval: 07/06/2020; Late Date of Appeal: 07/26/2020	2018-054 ^④	07/27/2020
27	Speers Road Corridor Town-initiated OPA; Official Plan Review Date of Regional Approval: 07/06/2020; Late Date of Appeal: 07/26/2020	2018-055 ^④	07/27/2020
28	Active Transportation Update Town-initiated OPA; Official Plan Review	2018-070	06/19/2018
29	DM Oakville Investments Inc. and 2593811 Ontario Inc. Southeast corner of St. Ann's Court and East Street	2018-073	06/19/2018
30	Empress Capital Group Inc. 170 North Service Road West OLT Case No. PL200331	2020-072 ^⑤	06/16/2021
31	2378224 Ontario Inc. 231 and 237 Rebecca Street LPAT Case No. PL170593	2017-016 ^⑤	07/06/2018
32	Cultural Heritage Special Policy Areas incl. Erchless Estate Town-initiated OPA	N/A	<i>Deferred</i>
33	GWL Realty Advisors Inc. 2220 Marine Drive LPAT Case No. PL171222	^⑤	<i>Final OLT Order Pending</i>
34	North West Area and Palermo Village Town-initiated; Official Plan Review	2021-043	<i>Region's Decision Pending</i>
35	Hospital District Town-initiated; Official Plan Review	2021-051	<i>Region's Decision Pending</i>
36	320 Bronte Road Inc. 320, 324, 338, 346 and 350 Bronte Road	N/A	<i>Deferred</i>
37	Palermo Village Cultural Heritage and Parking Policies Excluded from OPA 34 Town-initiated; Official Plan Review	2021-096	<i>Region's Decision Pending</i>
38	North West Area Lands Excluded from OPA 34 Town-initiated; Official Plan Review	2021-097	<i>Region's Decision Pending</i>

OPA	Description	By-law ^①	Date in Effect / Status
39	Vogue Wycliffe (Oakville) Limited 3171 Lakeshore Road West LPAT Case No. PL200232	③	<i>Final OLT Order pending</i>

Notes

- ① Town of Oakville by-laws may be searched at: <https://assets.oakville.ca/blis/Search/Pages/default.aspx>
- ② The Council-adopted Plan or OPA was modified by the Ontario Municipal Board (OMB), Local Planning Appeal Tribunal (LPAT) or Ontario Land Tribunal (OLT) as part of its approval. Please refer to the original decision(s) for accurate reference. Decisions may be searched by case number at: <https://olt.gov.on.ca/tribunals/lpat/e-status/>
- ③ The OPA was approved by the Ontario Municipal Board (OMB), Local Planning Appeal Tribunal (LPAT) or Ontario Land Tribunal (OLT). Please refer to the original decision(s) for accurate reference. Decisions may be searched by case number at: <https://olt.gov.on.ca/tribunals/lpat/e-status/>
- ④ The Council-adopted OPA was modified by Halton Region as part of its approval. Please refer to the original decision for accurate reference. Contact town planning staff for assistance.

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1. THE LIVABLE OAKVILLE PLAN

1.1 Purpose

The *Planning Act* of the Province of Ontario requires that an official plan “contain goals, objectives and policies established primarily to manage and direct physical change and the effects on the social, economic and natural environment of the municipality.”

The Livable Oakville Plan:

- a) establishes the desired land use pattern for lands within the Town, south of Dundas Street and north of Highway 407, to 2031;
- b) coordinates land use and *infrastructure* requirements to ensure that the anticipated growth can be accommodated;
- c) establishes a framework and policy context for decision making that provides certainty for the planning process; and,
- d) conforms or does not conflict with provincial plans, has regard to matters of provincial interest, and is consistent with provincial policy statements.

1.2 Plan Organization

1.2.1 The Official Plan is referred to as “the Livable Oakville Plan”, “Livable Oakville”, “this Plan” or “the Plan” and establishes the policies and land use designations that implement the Town’s vision “to be the most livable Town in Canada.”

1.2.2 This Plan is to be read in its entirety as a comprehensive and integrated policy framework for setting priorities and making decisions.

1.2.3 Parts A through F and the accompanying schedules constitute the Livable Oakville Plan.

1.2.4 Part A, Introduction, describes the purpose, the Plan’s structure, and the context, effect and duration of the Plan.

1.2.5 Part B, Mission Statement and Guiding Principles, establishes the basis for the Plan to implement the Town’s vision “to be the most livable Town in Canada.”

1.2.6 Part C, Making Oakville Livable, contains general objectives and policies to direct growth and *development* decisions in the Town. This section provides policies to manage growth and *development* in a sustainable manner. It also includes population and employment forecasts to 2031 and *intensification* targets.

- 1.2.7 Part D, Land Use Designations and Policies, establishes the land use designations used in the Plan, as described below.

Table 1: Land Use Designations

Category	Designation
Residential	Low Density Residential
	Medium Density Residential
	High Density Residential
Mixed Use	Main Street 1
	Main Street 2
	Urban Centre
	Urban Core
Commercial	Central Business District
	Core Commercial
	Community Commercial
	Neighbourhood Commercial
Employment	Office Employment
	Business Employment
	Industrial
	Business Commercial
Institutional	Institutional
Natural Area	Natural Area
Open Space	Parks and Open Space
	Waterfront Open Space
	Private Open Space
Utility	Utility
Parkway Belt West	Parkway Belt West

Each designation sets out what uses may be permitted and provides the relevant policies.

- 1.2.8 Part E, Growth Areas, Special Policy Areas and Exceptions, consists of comprehensive objectives and policies for each of the Growth Areas identified on Schedule A1. The Growth Areas are those areas to which *intensification* is to be directed. The *Special Policy Areas* include areas in the Town that are subject to further study under this Plan and areas for which additional policies apply.

- 1.2.9 Part F, Implementation and Interpretation, describes the *development* approval processes and planning tools that the Town will apply to implement the policies of the Plan.
- 1.2.10 Appendices provide background information to assist in the interpretation and implementation of the policies of this Plan but are not considered part of this Plan.
- 1.2.11 The North Oakville East and West Secondary Plans are not part of this Plan and provide a separate policy framework with a land use pattern and policies for the lands between Dundas Street and Highway 407. References to, or depictions of, these lands are provided for the purpose of information and context only. References to Town-wide population and employment forecasts take into account estimates for the lands between Dundas Street and Highway 407.

1.3 Context

- 1.3.1 The Town of Oakville is a local municipality within the Regional Municipality of Halton (the Region) as shown on the map below:

Figure 1: Planning Area Context



1.4 Effect and Duration

- 1.4.1 No by-law may be passed, and no public work may be undertaken by the Town, which does not conform with this Plan. The capital works program and resulting capital budget are intended to provide the *infrastructure* required to implement the land use designations and the objectives of the Plan.
- 1.4.2 The policies of this Plan provide guidance for the *development* of the Town to 2031.
- 1.4.3 The Region has undertaken a statutory five year review of its Official Plan under the *Planning Act*, and updated its Official Plan to bring it into conformity with various Provincial policy initiatives through Regional Official Plan Amendment No. 38. Livable Oakville, which was adopted prior to the completion of the Region's Official Plan review, may require further amendments to bring it into conformity with the Region's Official Plan as amended.

2. POLICY FRAMEWORK

2.1 Mission Statement

To enhance the Town's natural, cultural, social and economic environments by ensuring that environmental sustainability, cultural vibrancy, economic prosperity and social well-being are incorporated into growth and *development* decisions.

2.2 Guiding Principles

2.2.1 Preserving and creating a livable community in order to:

- a) preserve, enhance, and protect the distinct *character*, cultural heritage, living environment, and sense of community of neighbourhoods;
- b) direct the majority of growth to identified locations where higher density, transit and pedestrian oriented *development* can be accommodated; and,
- c) achieve long term economic security within an environment that offers a diverse range of employment opportunities for residents.

2.2.2 Providing choice throughout the Town in order to:

- a) enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs of the community through all stages of life;
- b) provide choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails; and,
- c) foster the Town's sense of place through excellence in building and community design.

2.2.3 Achieving sustainability in order to:

- a) minimize the Town's *ecological footprint*;
- b) preserve, enhance and protect the Town's environmental resources, natural features and areas, natural heritage systems and waterfronts; and,
- c) achieve sustainable building and community design.

Preserving and Creating a Livable Town

3. URBAN STRUCTURE

The urban structure sets out the framework for where and how the Town will grow and how to determine Oakville's *character* and form.

Urban structure elements are not intended to be land use designations, and are not intended to grant *development* rights or to predetermine the specific land uses that will be permitted on any particular parcel of land.

The Town's urban structure has been shaped by the shoreline of Lake Ontario, its environmental features, historic routes and original settlements. The lake, together with Sixteen Mile Creek, Bronte Creek and other tributaries, provided for the original harbours and their associated commercial centres, resources, trade and manufacturing industries. The lake, creek valleys and tributaries have been used as travel routes for centuries and today form a network of green connections across the Town.

Historic routes include Dundas Street, one of Ontario's earliest military and colonization roads, Lakeshore Road and the CN railway. These routes, in addition to the grid of former township roads, the Queen Elizabeth Way (QEW), Highway 403 and Highway 407, have contributed to Oakville's existing *development* pattern.

The Town is a growing and attractive destination for businesses and residents. This appeal comes from a high quality of life and from its location within the *Greater Golden Horseshoe* and southern Ontario. The range of available lifestyle choices will continue to make the Town a place to which residents and businesses feel a sense of pride and connection.

The urban structure builds on these attributes and provides for the long-term protection of natural heritage, public open space and cultural heritage resources, maintains the character of Residential Areas and is the foundation to direct growth to identified nodes and corridors. The Town's urban structure is comprehensive and provides certainty to guide major *infrastructure* investment and to maximize cost effectiveness. It is the basis for the policies in this Plan and for making planning decisions.

The urban structure consists of a number of distinct and interconnected elements shown on Schedule A1, Urban Structure.

3.1 Natural Heritage System

The Natural Heritage System recognizes a linked system of natural areas including natural features, *hazard lands*, buffers and linkages. It is intended that these natural areas be protected from *development* and preserved for the long term in order to promote sustainability and contribute to the quality of life in the Town.

3.2 Parkway Belt and Greenbelt

The Parkway Belt and the Greenbelt are areas within the Town where *development* is limited in accordance with Provincial policy. Lands in the Parkway Belt in Oakville are primarily designed to provide a linked system of open space and recreational facilities and to achieve other objectives including, but not limited to, the protection of infrastructure corridors, utilities, and an inter-urban transitway. Lands in the Greenbelt are part of a broad area of land that is permanently protected, primarily for the purpose of protecting the natural heritage and water resource systems within. Lands in the Greenbelt that are also within the Parkway Belt are only subject to Greenbelt Plan policies 3.2 Natural System and 3.3 Parkland, Open Space and Trails.

3.3 Greenbelt – Urban River Valleys

Greenbelt - Urban River Valley areas are part of the Greenbelt and assist in protecting key enhanced river valley corridors and recognizing their importance as connections between the rest of the Greenbelt and Lake Ontario.

3.4 Waterfront Open Space

Waterfront Open Space recognizes the Town's waterfront and its important contribution to environmental protection and the provision of recreational opportunities.

3.5 Parks, Open Space and Cemeteries

Parks, Open Space and Cemetery areas include publicly accessible land and locations for recreational opportunities and physical linkages that enhance the Town's *character* and quality of life, as well as contributing to sustainability.

3.6 Nodes and Corridors

Nodes and Corridors are key areas of the Town identified as the focus for mixed use *development* and intensification.

Nodes and Corridors shown on Schedule A1 – Urban Structure are referred to in this Plan as Growth Areas and corridors and include Midtown Oakville, Uptown Core, Palermo Village, Kerr Village, Bronte Village, Downtown Oakville, Trafalgar Road Corridor (QEW to Dundas Street) and the corridors along Dundas Street and Speers Road. This Plan also identifies Nodes and Corridors through the defined terms *intensification areas* and *intensification corridors*.

Nodes and Corridors are identified in the North Oakville Plans as the Health Oriented Mixed Use Node as well as urban core areas and include Trafalgar Urban Core Area, Dundas Urban Core Area and Neyagawa Urban Core Area.

The Nodes and Corridors identified in this Plan and in the North Oakville Plans comprise the Town's *strategic growth areas* as that term is defined in the Growth Plan, 2017.

Midtown Oakville is identified as an *Urban Growth Centre* in the *Growth Plan* and is planned to accommodate a significant portion of Oakville and Halton's required intensification.

Bronte GO Station is identified as a *Major Transit Station Area* by the *Growth Plan* and is intended to accommodate *transit-supportive* growth and intensification.

The remaining Nodes and Corridors each have a unique existing and planned *character*, scale and potential to accommodate growth.

Downtown Oakville, Kerr Village and Bronte Village are intended to develop as mixed use centres with viable main streets.

They are recognized in the urban structure as Main Street Areas for their distinctive *character* and are intended to accommodate lesser amounts of intensification.

This Plan, along with the North Oakville Plans, provide detailed policies for the *development* of the identified Nodes and Corridors.

For those areas identified on Schedule A1 – Urban Structure as Nodes and Corridors for Further Study, future review shall provide updated and new policies to delineate boundaries, the mix of land uses and the intensity and scale of *development*.

3.7 Employment Areas

Employment Areas provide for a mix of employment uses including industrial, manufacturing, warehousing, offices, and associated retail and ancillary facilities. The *Employment Areas* are generally located along the Provincial Highways including the QEW, the 403 and the 407. The Employment Mixed Use Corridor along Speers Road and Cornwall Road is identified for its mix of non-traditional employment *development*. 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* as a *strategic growth area*.

It is anticipated that *development* in the *Employment Areas* shall continue to reflect an evolving Town-wide macro-economy premised on decreased industrial and manufacturing growth and increased demand in the office sector. *Employment Areas* shall be planned to accommodate a more compact, *transit-supportive* and pedestrian-oriented environment, with a range of employment-supportive amenities.

3.8 Major Commercial Areas

Major Commercial Areas provide concentrations of commercial facilities serving a broader area within the region. These areas are located at the intersection of major arterial roads with proximity to highway access.

3.9 Residential Areas

Residential Areas include low, medium and high density residential uses as well as a range of compatible facilities such as schools, places of worship, recreational and commercial uses that serve the residents of the Town.

Some growth and change may occur in the Residential Areas provided the *character* of the area is preserved and the overall urban structure of the Town is upheld. The *character* of the Residential Areas will be significantly influenced by their relationship to the Natural Heritage System, parks and open space areas.

3.10 Cultural Heritage Resources

The Town has a long tradition of identifying and conserving *cultural heritage resources*, and is required to do so under Provincial Policy.

Heritage Conservation Districts and *cultural heritage landscapes* are elements of the urban structure and are shown on Schedule A1, Urban Structure. Other *cultural heritage resources* are important features of the Town but due to their size are not identifiable at the scale of the urban structure.

As additional Heritage Conservation Districts *and cultural heritage landscapes* are protected and registered under the *Ontario Heritage Act*, they shall be added to Schedule A1, Urban Structure.

3.11 Major Transportation Corridors, Provincial Priority Transit Corridor and Utility Corridors

The future of transportation is based on the principle of “mobility-as-a-service” and a focus on a multi-modal transportation system. Major Transportation Corridors as well as Proposed Major Transportation Corridors are identified in the urban structure as the foundation of the Town’s multi-modal transportation system. These major elements include arterial roads and major collector roads.

The *Provincial priority transit corridor*, Utility Corridors and Provincial Highways are also identified in the Town’s urban structure in support of the transportation system.

The function of this transportation system is to provide connectivity locally, between the Town’s Nodes and Corridors and throughout the Region. This connectivity shall be achieved by delivering a full range of multi-modal facilities.

3.12 Regional Transit Priority Corridors and Mobility Links

Regional transit priority corridors and mobility links are identified in a Town-wide grid network that is key to connecting people via transit throughout the region as well as to local destinations including nodes, mobility hubs, *major transit station areas* and *Employment Areas*.

Regional transit priority corridors provide a key focus for *transit-supportive development*.

3.13 Major Active Transportation Connections

Major Active Transportation Connections are recognized as an element of the urban structure and an essential component of the transportation system to provide for sustainable and viable transportation choices as alternatives to the car.

3.14 Scenic Corridor

Scenic Corridors are recognized for their scenic value and for their natural and cultural heritage features. These important features need to be maintained or restored since they add value and contribute to the Town's *character*.

3.15 Major Transit Station, Regional Transit Node and Proposed Transit Node

Major Transit Stations, Regional Transit Nodes and Proposed Transit Nodes are at key locations to integrate with the Town-wide transportation system and to provide a focus for *transit-supportive development* that facilitates first mile-last mile connections and solutions.

4. MANAGING GROWTH AND CHANGE

The policies of this Plan relating to the management of growth and change are intended to implement the mission statement and guiding principles of Part B. Many of the principles reflect those of Provincial policies and plans which provide for a significant shift to a more *compact urban form* and *intensification* within the *built-up area*.

This Plan provides a land use planning framework to direct and manage growth to 2031 based on the following population and employment forecasts:

Table 2: Town-wide Population and Employment Forecasts

Year	Population	Employment
2006	165,000	82,000
2031	255,000	127,000

Note:

- 1 The forecasts are for the entire Town, including North Oakville. (North Oakville is approximately 35,000 employees and 55,000 residents.)

The population and employment growth in the Town is intended to be accommodated through the *development* of the Residential and *Employment Areas* within the existing *built boundary* shown on Schedule A2, Built Boundary and Urban Growth Centre, and within *greenfield areas*.

Within the existing *built boundary* shown on Schedule A2, growth is to occur primarily within the defined Growth Areas in Part E (Midtown Oakville, the Uptown Core, Palermo Village, Kerr Village, Bronte Village and Downtown Oakville). *Intensification* outside of the Growth Areas is to be provided in accordance with the policies as set out in this Plan.

Employment Areas support a diverse economic base, including a range and choice of sites for employment uses to support a wide range of economic activities and ancillary uses. *Employment Areas* are to be protected and preserved to meet current and future employment needs.

In managing growth and change, the use of existing *infrastructure* and *public service facilities* should be optimized wherever feasible before consideration is given to the development of new *infrastructure*. *Infrastructure* investment shall be cost-effective and co-ordinated to support and facilitate *intensification*. The Town will consider planning approval, financial and other incentives to support the *development of intensification areas*.

4.1 Growth Areas

The majority of *intensification* in the Town is to occur within the Growth Areas as defined in Part E.

Midtown Oakville, the Uptown Core and Palermo Village are primary Growth Areas, which will accommodate the highest level of *intensification*. They are intended to be developed as mixed use centres with *transit-supportive development* focused around *major transit station areas* and along corridors. These areas have been the subject of detailed, comprehensive land use studies or secondary planning exercises which have resulted in objectives and policies to provide for *intensification* opportunities.

Bronte Village, Kerr Village and Downtown Oakville are also Growth Areas. These areas are intended to develop as mixed use centres with viable main streets. The revitalization of Bronte Village and Kerr Village has been the subject of detailed, comprehensive land use studies which have resulted in objectives and policies to provide for growth opportunities. Downtown Oakville will continue to provide for *intensification* opportunities within its defined planning framework.

4.2 Urban Growth Centre

In addition to being a Growth Area, Midtown Oakville is an *urban growth centre* identified by the *Growth Plan for the Greater Golden Horseshoe, 2006* (the *Growth Plan*). The greatest levels of height and density in the Town are planned for Midtown Oakville. It is to be a primary *intensification area* with employment, commercial and residential uses concentrated within the *major transit station area*.

Midtown Oakville is planned to achieve a minimum gross density of 200 jobs and residents combined per hectare by 2031, in accordance with the *Growth Plan*. Reductions in minimum heights or densities within Midtown Oakville will not be permitted.

4.3 Residential Intensification Outside of the Growth Areas

It is the policy of the Plan that the key focus for *development* and redevelopment to accommodate *intensification* will be the locations identified as Growth Areas. Lands outside of Growth Areas are predominantly stable residential communities which consist of established neighbourhoods. While the Plan encourages *intensification* generally throughout the *built up area*, it also recognizes that some growth and change may occur in these areas provided the *character* of the areas is preserved and the overall urban structure of the Town is upheld. *Intensification* outside of the Growth Areas including additional *intensification* opportunities such as infill, redevelopment and *greyfield* and *brownfield sites*, will be considered in the context of this Plan.

4.4 Intensification Targets

This Plan provides objectives and policies to meet the following *intensification* target for residential *development* within the *built boundary* as shown on Schedule A2:

Table 3: Residential Intensification Target within Built Boundary

	2015 to 2031
Target (New Residential Units within <i>Built Boundary</i>) ¹	14,390

Note:

1. The *intensification* targets within the Growth Areas do not include potential bonused residential units.

The *intensification* target of 14,390 residential units within the *built boundary* is intended to provide for units which can be built as a result of *developments* that conform to this Plan. The number of units built within the *built boundary* by the year 2015, and each year thereafter, will be monitored to ensure conformity with the Region's requirement under the *Growth Plan*.

The minimum heights and densities as set out in the land use designations in Part D and the policies set out in Part E of the Plan shall be maintained to achieve the minimum *intensification* target of 13,500 units, as required by the Region of Halton Official Plan. No zoning by-law shall be approved which would preclude meeting this minimum *intensification* target.

4.5 Greenfield Areas

Land areas south of Dundas Street within the *settlement area* of the Town, but outside of the *built boundary*, represent *greenfield areas* and are shown on Schedule A2.

Greenfield areas will be planned at a development density that will assist the Region in achieving a minimum density target of not less than 50 residents and jobs combined per gross hectare, measured over the entire *greenfield area* throughout the Region.

Greenfield areas are intended to be developed in a way that contributes to creating *complete communities*. They are to be developed with a mix of land uses, including residential and employment uses, at *transit-supportive* densities, and with a road pattern that supports walking, cycling and the early integration and sustained viability of transit. They are to be developed so as to create high quality parks and open spaces with site design standards and urban design guidelines that support opportunities for transit and *active transportation*.

4.6 Lands Outside of the Urban Area

All of the lands north of Highway 407 are outside of the *urban area*. The use of these lands is governed by the *Parkway Belt West Plan*, 1978. The majority of the lands are also subject to the *Greenbelt Plan*, 2005.

5. CULTURAL HERITAGE

Conservation of *cultural heritage resources* forms an integral part of the Town's planning and decision making. Oakville's *cultural heritage resources* shall be *conserved* so that they may be experienced and appreciated by existing and future generations, and enhance the Town's sense of history, sense of community, identity, sustainability, economic health and quality of life.

5.1 General

5.1.1 Objectives

The general objectives for cultural heritage are:

- a) to *conserve cultural heritage resources* through available powers and tools and ensure that all new *development* and any site alteration *conserve cultural heritage resources*; and,
- b) to encourage the development of a Town-wide culture of conservation by promoting cultural heritage initiatives as part of a comprehensive economic, environmental, and social strategy where *cultural heritage resources* contribute to achieving a sustainable, healthy and prosperous community.

5.1.2 Powers and Tools

The Town will exercise the powers and apply the tools provided by legislation, particularly the *Ontario Heritage Act*, the *Planning Act*, the *Environmental Assessment Act*, the *Building Code Act*, and the *Municipal Act* in implementing and enforcing the cultural heritage policies of the Town.

5.2 Cultural Heritage Resources

5.2.1 To *conserve cultural heritage resources* in accordance with applicable legislation and recognized heritage protocols, the Town:

- a) shall maintain a Register of Properties of Cultural Heritage Value or Interest;
- b) may recognize and/or designate *cultural heritage resources*;
- c) may establish heritage conservation districts and adopt heritage conservation district plans for each district;
- d) may, consistent with provincial standards, establish policies, procedures, plans, and guidelines to support the identification, assessment, evaluation, management, use, registration, designation, alteration, removal, and demolition of *cultural heritage resources* or changes to their heritage status;

- e) may pass by-laws providing for the entering into of easements or covenants for the conservation of property of cultural heritage value or interest; and,
- f) may establish policies and/or urban design guidelines to recognize the importance of cultural heritage context.

5.3 Heritage Conservation

- 5.3.1 The Town shall encourage the conservation of *cultural heritage resources* identified on the register and their integration into new *development* proposals through the approval process and other appropriate mechanisms.
- 5.3.2 A *cultural heritage resource* should be evaluated to determine its cultural heritage values and *heritage attributes* prior to the preparation of a heritage impact assessment of a proposed *development* on the *cultural heritage resource*.
- 5.3.3 The Town shall *conserve cultural heritage landscapes* in accordance with the Cultural Heritage Landscape Strategy.
- 5.3.4 Where protected or registered under the *Ontario Heritage Act*, a Heritage Conservation District or *cultural heritage landscape*:
 - a) shall be identified on Schedule A1, Urban Structure;
 - b) shall be subject to applicable powers and tools for its conservation; and,
 - c) may be subject to an area-specific land use designation and policies consistent with the applicable Heritage Conservation District plan or *cultural heritage landscape conservation plan*.
- 5.3.5 Heritage Conservation Districts and *cultural heritage landscapes* on Appendix 1 shall be *conserved* through the careful consideration of any proposals for change within their boundaries, on adjacent lands, or in their immediate vicinity. In reviewing proposals for construction, demolition, relocation, removal or for alteration within, adjacent to, or in the immediate vicinity of a Heritage Conservation District or *cultural heritage landscape* identified on Schedule A1, the Town will be guided by the applicable Heritage Conservation District plan or *cultural heritage landscape conservation plan*.
- 5.3.6 The Town should require a heritage impact assessment where *development* or redevelopment is proposed:
 - a) on, adjacent to, or in the immediate vicinity of, an individually designated heritage property;
 - b) within, adjacent to, or in the immediate vicinity of, the boundaries of a Heritage Conservation District;

- c) within, adjacent to, or in the immediate vicinity of, a *cultural heritage landscape*;
or,
 - d) on a property listed on the Oakville Register of Properties of Cultural Heritage Value or Interest.
- 5.3.7 The Town may impose, as a condition of any *development* approvals, the implementation of appropriate measures to ensure the conservation of any affected *cultural heritage resources*, and where appropriate, their integration into new *development*.
- 5.3.8 Where the Town is considering a proposal to alter, remove, or demolish a *cultural heritage resource* that is protected or registered under the *Ontario Heritage Act*, or repeal a designating by-law under that Act, it shall ensure that it has before it any required heritage impact assessment or sufficient information to review and consider:
- a) how the proposal affects the *heritage attributes* and the cultural heritage value and interest of the *cultural heritage resource*; and,
 - b) options that reduce, minimize or eliminate impacts to the *cultural heritage resource*.
- 5.3.9 Designated or listed heritage buildings shall be exempt from the minimum height requirements of this Plan.
- 5.3.10 Improvements to Trafalgar Road within the Trafalgar Road Heritage Conservation District shall ensure that the existing pavement, boulevard, and sidewalk widths are retained.
- 5.3.11 The scenic *character* of Lakeshore Road should be *conserved*.
- 5.3.12 Lost historical sites may be documented and are encouraged to be commemorated through the *development* process or works undertaken by a public agency.
- 5.3.13 The Town shall develop a set of criteria for determining trees of cultural heritage value.
- 5.4 Archaeological Resources**
- 5.4.1 The Town may require the protection, conservation or mitigation of sites of archaeological value and areas of archaeological potential within the municipality as provided for under the *Planning Act*, the *Environmental Assessment Act*, the *Ontario Heritage Act*, the *Municipal Act*, the *Cemeteries Act*, or any other applicable legislation.
- 5.4.2 Where a *development* may cause an impact to archaeological resources or areas of archaeological potential, an assessment by a qualified professional will be required in

accordance with provincial standards and guidelines. Archaeological resources that are located on a proposed *development* site will be *conserved* in accordance with the recommendations of the approved assessment.

- 5.4.3 Where significant archaeological resources must be preserved on site, only *development* and site alteration which maintain the heritage integrity of the site may be permitted.

5.5 Retention of Heritage Resources On-site or Relocation

- 5.5.1 All options for on-site retention of buildings and structures of cultural heritage significance shall be exhausted before resorting to relocation. Relocation of *built heritage resources* shall only be considered through a Cultural Heritage Impact Assessment that addresses retention and relocation.

6. URBAN DESIGN

Good urban design is an integral part of the planning process, enabling the creation of stimulating, vibrant, and livable places; it is a key component in creating a definable sense of identity. Tangible elements of the urban environment such as the built form, open space, and public realm, and their relationship to one another, should be organized and designed in an attractive, functional and efficient manner.

The Town is committed to achieving a high standard of urban design and architectural quality to provide an innovative and diverse urban form that promotes a sustainable, dynamic and livable environment.

6.1 General

6.1.1 Objectives

The general objectives for urban design are to provide for:

- a) diversity, comfort, safety and compatibility with the existing community;
- b) attractive, barrier-free, and safe public spaces, such as streetscapes, gateways, vistas and open spaces;
- c) innovative and diverse urban form and excellence in architectural design; and,
- d) the creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas and high profile locations such as gateways to the Town.

6.1.2 Policies

- a) *Development* and public realm improvements shall be evaluated in accordance with the urban design direction provided in the Livable by Design Manual, as amended, to ascertain conformity with the urban design policies of this Plan. Alternative design approaches to those found in the Livable by Design Manual may be proposed, with appropriate justification and after consultation with the Town, provided that they meet the intent and purpose of the urban design policies of the Plan.
- b) Urban design policies shall be developed and incorporated by amendment to this Plan.
- c) The urban design policies will be implemented through design documents and zoning.

6.2 Public Realm

- 6.2.1 The design of the public realm shall promote creativity and innovation and include:
- a) a network of streets accommodating choices for pedestrians, cyclists, transit and vehicles;
 - b) walkable street lengths for pedestrians;
 - c) a network of accessible, interconnected and predictable pedestrian-oriented spaces and routes;
 - d) comfortable and accessible public spaces that respond to their surroundings; and,
 - e) furnishings, trees and landscaping, wayfinding, and public art that provide orientation and a sense of identity.

6.3 Complete Streets

- 6.3.1 The design of new streets and enhancement of existing streets shall incorporate the following attributes of complete streets, where appropriate:
- a) *multi-modal* choices;
 - b) circulation alternatives and convenient connections;
 - c) priority pedestrian, cyclist and transit usage;
 - d) comfortable, barrier-free and safe routes;
 - e) ecologically sustainable features; and,
 - f) quality spaces for public life.

6.4 Streetscapes

- 6.4.1 Streetscapes shall:
- a) enhance the local context and create a sense of identity;
 - b) promote a pedestrian-oriented environment that is safe, attractive and barrier-free;
 - c) provide well designed and coordinated tree planting, landscaping, lighting and furnishings;
 - d) provide wayfinding and navigational information; and,
 - e) provide cohesion and seamless transitions between the public and private realms.

- 6.4.2 New *development* should contribute to the creation of a cohesive streetscape by:
- a) placing the principal building entrances towards the street and where applicable, towards corner intersections;
 - b) framing the street and creating a sense of enclosure;
 - c) providing variation in façade articulation and details;
 - d) connecting active uses to the public realm to enhance the liveliness and vibrancy of the street, where applicable;
 - e) incorporating sustainable design elements, such as trees, plantings, furnishings, lighting, etc.;
 - f) coordinating improvements in building setback areas to create transitions from the public to private realms; and,
 - g) improving the visibility and prominence of and access to unique natural, heritage, and built features.
- 6.4.3 Above-ground *utilities* should be grouped to minimize visual and physical intrusions on the streetscape. Locating *utilities* underground is encouraged.
- 6.4.4 The creation of new streetscapes and improvements to existing streetscapes by the Town shall be consistent with the process outlined in the Streetscape Strategy (February 2014), as amended.
- 6.5 Street Design/Layout**
- 6.5.1 *Development* should establish or reinforce a modified grid street pattern with an interconnected network of roads designed to:
- a) disperse traffic by providing alternative routes;
 - b) enhance bicycle movement;
 - c) support the integration of transit service; and,
 - d) respond to existing natural and topographical features.
- 6.5.2 Culs-de-sac shall only be considered where warranted by physical conditions or neighbourhood *character*.
- 6.5.3 Reverse frontage lots should be avoided.

6.6 Gateways

- 6.6.1 Gateways should create a sense of entrance and arrival through well-designed built form, landscaping and enhanced streetscape treatments that contribute to community image and identity.
- 6.6.2 Major gateways are located at visually prominent sites located at major entry points into the Town and Growth Areas. Minor gateways are located at secondary entry points to the Town and prominent intersections.
- 6.6.3 *Development* at gateways should be well-designed, pedestrian-scaled, address the public realm, and complement the distinctive *character* of the area.
- 6.6.4 Entrance features to new subdivisions, such as ornamental walls and signs, shall not be permitted.

6.7 Urban Squares

- 6.7.1 Urban squares, as extensions of the public realm, should be safe, publicly accessible and barrier-free places that:
- a) integrate local history, culture and natural features;
 - b) maximize user comfort and enjoyment;
 - c) adapt to changing needs of users; and
 - d) promote formal and informal social interactions.
- 6.7.2 Urban squares should be included in *development* proposals, where appropriate, and dedicated to the Town or may remain in private ownership with public access granted.
- 6.7.3 Large *development* projects are encouraged to include a single, large urban square or a series of smaller urban squares.

6.8 Public Art

- 6.8.1 Public art installations are encouraged throughout the Town, especially in areas with cultural significance, to foster community identity through the interpretation of local history, traditions and culture.
- 6.8.2 Public art should be located in publicly-accessible areas, such as public parks, plazas, courtyards, gateways and civic building sites, for the purposes of bolstering the community's *character* and identity.
- 6.8.3 *Developments* that include space that will attract significant pedestrian traffic are strongly encouraged to include public art in the design of the building and/or site.

6.8.4 The inclusion and installation of public art as part of public *infrastructure* projects will be considered where appropriate.

6.9 Built Form

6.9.1 Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage.

6.9.2 Building design and placement should be *compatible* with the existing and planned surrounding context and undertaken in a creative and innovative manner.

6.9.3 To achieve compatibility between different land uses, *development* shall be designed to accommodate an appropriate transition through landscape buffering, spatial separation, and *compatible* built form.

6.9.4 In Growth Areas and along *intensification corridors*, buildings should incorporate distinctive architecture, contribute to a sense of identity and be positioned on and oriented towards the street frontage(s) to provide interest and comfort at ground level for pedestrians.

6.9.5 Buildings should present active and visually permeable façades to all adjacent streets, urban squares, and amenity spaces through the use of windows, entry features, and human-scaled elements.

6.9.6 Main principal entrances to buildings should be oriented to the public sidewalk, on-street parking and transit facilities for direct and convenient access for pedestrians.

6.9.7 *Development* should be designed with variation in building mass, façade treatment and articulation to avoid sameness.

6.9.8 Buildings located on corner lots shall provide a distinct architectural appearance with a high level of detailing and articulated façades that continue around the corner to address both streets.

6.9.9 New *development* shall ensure that proposed building heights and form are *compatible* with adjacent existing *development* by employing an appropriate transition of height and form from new to existing *development*, which may include setbacks, façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm.

6.9.10 Continuous streetwalls of identical building height are discouraged. Variety in rooflines should be created through subtle variations in roof form and height.

6.9.11 Where appropriate, the first storey of a building shall have a greater floor to ceiling height to accommodate a range of non-residential uses.

- 6.9.12 New *development* should be fully accessible by incorporating universal design principles to ensure barrier-free pedestrian circulation.
- 6.9.13 Rooftop mechanical equipment shall not be visible from view from the public realm.
- 6.9.14 Outdoor amenity areas on buildings should incorporate setbacks and screening elements to ensure compatibility with the local context.
- 6.9.15 Buildings should be sited to maximize solar energy, ensure adequate sunlight and skyviews, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows.

6.10 Landscaping

- 6.10.1 Landscaping design and treatments should:
- a) enhance the visual appeal and human scale of *development*;
 - b) create an attractive environment for pedestrian movement;
 - c) frame desired views or focal objects;
 - d) define and demarcate various functions within a *development*; and,
 - e) provide seasonal variation in form, colour, and texture.
- 6.10.2 *Development* should preserve and enhance the urban forest by:
- a) maintaining existing healthy trees, where possible;
 - b) providing suitable growing environments;
 - c) increasing tree canopy coverage;
 - d) incorporating trees with historic or cultural significance; and,
 - e) integrating a diverse mix of native plant species.
- 6.10.3 Landscaping should be incorporated to provide shade and wind protection.
- 6.10.4 Landscaping treatments should preserve and complement the existing natural landscape.
- 6.10.5 Landscaping shall enhance natural areas and open space features by incorporating native and non-invasive species.

6.11 Pedestrian Access and Circulation

- 6.11.1 Access to pedestrian walkways should be barrier-free.
- 6.11.2 *Developments* should incorporate safe and direct access and circulation routes to and through the site that connect pedestrians to:
- a) principal entrances of building(s), amenity areas and parking areas;
 - b) the public sidewalk and transit facilities; and,
 - c) adjacent *developments*, where appropriate.
- 6.11.3 In areas with high levels of pedestrian traffic, walkways should be extended from curb to building face and enhanced by appropriate landscaping treatments.
- 6.11.4 Transit stops should be located in close proximity to principal building entrances and connected by a pedestrian walkway.
- 6.11.5 Walkways should provide continuous routes across driveway entrances and drive aisles and through parking areas to promote safety and signify priority over driving surfaces.

6.12 Vehicular Access and Circulation

- 6.12.1 *Developments* should incorporate safe and direct vehicular access and circulation routes with defined internal driving aisles to direct traffic, establish on-site circulation, and frame parking areas.
- 6.12.2 Consolidated driveway accesses are encouraged to maximize the areas available for landscaping, minimize disruption of the public sidewalk, and minimize expanses of pavement.

6.13 Parking

- 6.13.1 To provide safe and attractive pedestrian environments, surface parking areas should be organized into appropriately sized areas (parking courts) separated by a combination of built form, landscaping, and pedestrian facilities.
- 6.13.2 Surface parking areas should be:
- a) located in the rear or side yard, or in areas that can be appropriately screened, so they do not dominate the streetscape, but are sufficiently visible for safety and functionality; and,
 - b) connected to the on-site pedestrian network and streetscape through landscaped pedestrian linkages.

- 6.13.3 Barrier-free parking spaces should be located in close proximity to principal building entrances.
- 6.13.4 Surface parking areas should incorporate planted landscaped areas that:
- effectively screen parked vehicles from view from the public realm;
 - provide shade, wind break, and visual relief from hard surfaces;
 - clearly define the vehicular circulation route(s); and,
 - are sufficiently sized to support the growth of trees and other vegetation.
- 6.13.5 Parking areas within a structure should be screened from view from the public realm. Structured parking facilities should be underground structures, wherever possible.
- 6.13.6 Above-ground structured parking facilities abutting a street in Mixed Use and Commercial areas should:
- include active uses at grade,
 - locate parking spaces towards the rear of the structure; and
 - complement the surrounding local context through well-designed façades.

6.14 Lighting

- 6.14.1 Lighting levels shall be appropriate for the size, *character* and function of buildings and sites.
- 6.14.2 Appropriately-scaled pedestrian lighting should be provided at building entrances, pedestrian walkways, steps and ramps, amenity areas, transit stops, parking areas and other site features.
- 6.14.3 All building and site lighting shall be mitigated at the source to minimize impact on adjacent properties and public roads.
- 6.14.4 Outdoor lighting fixtures shall direct light away from the night sky. Energy efficient outdoor lighting fixtures are encouraged.
- 6.14.5 Incorporating subtle accent lighting on prominent buildings, monuments and other built features to accentuate civic and architectural design is encouraged.

6.15 Signage

- 6.15.1 Signage should be *compatible* with the scale and architectural design of the building, the site features and activities. Signage should be tailored to the size, type and style of a *development*.

- 6.15.2 To ensure that the *character* of Residential Areas is maintained, the use of exterior signs and other exterior advertising devices should be minimized.
- 6.15.3 Signs on cultural heritage properties or within Heritage Conservation Districts or *cultural heritage landscapes* shall be *compatible* with the architecture and *character* of the property or district.
- 6.16 Service, Loading and Storage Areas**
- 6.16.1 Service and loading areas should be:
- a) located and oriented away from the general circulation of pedestrians and motor vehicles both on-site and in the public right-of-way;
 - b) accessible but not visible from the public realm; and,
 - c) separated and buffered from Residential Areas.
- 6.16.2 The visual and noise effects of activities associated with service and loading areas on the surrounding environment should be minimized by locating such areas behind buildings, erecting noise walls and fences, and screening with tree and shrub plantings.
- 6.16.3 For all *development* in the Growth Areas and on lands adjacent to residential land uses, service and loading areas should be located internal to the building or appropriately screened from the public realm and, where required, from adjacent uses.
- 6.16.4 Site and building services and *utilities* such as waste storage facilities, air handling equipment, hydro transformers and telecommunications equipment should be located within the rear yard or away from or screened from public streets, adjacent Residential Areas and other *sensitive land uses*.

Providing Choice throughout the Town

7. COMMUNITY USES

Community uses are intended to serve and support the health, educational, religious, recreational and cultural needs of the Town.

7.1 General

7.1.1 Objective

The general objective for community uses is to provide for a range of accessible community uses.

7.1.2 Policies

- a) The following uses are generally defined as community uses and may be permitted within all land use designations of this Plan with the exception of the Natural Area designation:
 - i) *educational facilities* such as elementary and secondary schools;
 - ii) *places of worship* on sites less than 2.5 ha;
 - iii) community facilities such as libraries, seniors' centres, emergency services buildings and facilities, and recreational facilities;
 - iv) day care centres;
 - v) parks;
 - vi) emergency shelters; and,
 - vii) arts and cultural facilities such as museums, art galleries and performing arts centres.
- b) The Town shall ensure community uses are well placed in relation to their service area with sufficient access.
- c) In determining the location for new community uses, the following criteria shall be considered:
 - i) the use is intended to serve and support the community and is not more appropriately located in the Institutional designation;
 - ii) the use is *compatible* with surrounding land uses;
 - iii) the site is designed to be well integrated with surrounding land uses;

- iv) the site is an appropriate size to accommodate adequate:
 - buffers such as landscaping and fencing to ensure compatibility with adjacent land uses;
 - recreational amenities as necessary;
 - on-site parking;
- v) the use complies with the land use compatibility and appropriate mitigation measures, such as setbacks and buffers, defined by the Ministry of the Environment; and,
- vi) Where permitted in the *Employment Areas*, community uses shall be of a scale that does not adversely impact the existing and planned employment function of the area.
- d) *Educational facilities* are to be located adjacent to a public park, where possible, to encourage the provision of complementary facilities.
- e) Community facility uses are encouraged to be integrated in shared facilities.
- f) Notwithstanding section 7.1.2 a) i), *educational facilities* may be permitted in the Office Employment, Business Employment and Business Commercial designations within the *Employment Area* provided they are appropriately designed, buffered and/or separated from other employment uses to prevent adverse impacts. *Educational facilities* are not permitted in the Industrial land use designation within the *Employment Area*.
- g) Notwithstanding section 7.1.2 a) ii), existing *places of worship* on sites greater than 2.5 hectares shall be permitted in all land use designations.
- h) Notwithstanding section 7.1.2 a) ii), *places of worship* may be permitted in the Office Employment, Business Employment, and Business Commercial designations within the *Employment Area* provided they are appropriately designed, buffered and/or separated from other employment uses to prevent adverse impact. *Places of worship* are not permitted in the Industrial land use designation within the *Employment Area*.

8. TRANSPORTATION

The transportation system in Oakville is a key element in shaping the form and *character* of growth in the Town. The system is influenced by and influences land use. For the Town to grow in an efficient manner and achieve the mission statement as set out in this Plan, it is essential that land use and transportation policies be mutually supportive.

The transportation network consists of the existing and proposed road network for use by automobiles, buses, pedestrians, cyclists and trucks, as well as rail facilities and off-road pedestrian and cycling facilities.

It is the Town's intent to provide a safe, efficient and integrated transportation system for the movement of people and goods through and within the Town.

8.1 General

8.1.1 Objectives

The general objectives for transportation are:

- a) to provide a safe, efficient and accessible transportation system with choices in mobility;
- b) to foster the use and development of a sustainable transportation network;
- c) to provide a public transit network that can offer a real alternative to private automobile use; and,
- d) to provide a network of on- and off-road pedestrian and cycling facilities that allow the use of *active transportation* modes as an alternative to the automobile.

8.1.2 Policies

- a) In developing the transportation system, the Town shall evaluate and provide *infrastructure* to allow for alternative travel modes based on its capabilities, cost-effectiveness, environmental impacts, health effects and energy consumption.
- b) The Town's transportation system shall support and maximize the efficient use of land through urban *development* plans and provide mobility alternatives.
- c) The Town shall promote priority for transit and the use of high occupancy vehicle (HOV) lanes along designated transit corridors and within the Growth Areas, as a means of reducing single occupancy vehicle use.
- d) The Town will balance the provision of a safe, functional and attractive pedestrian-, cycling- and transit-oriented environment with an acceptable level of

vehicular traffic. If necessary within the Growth Areas, the Town may accept a level of service which is less than optimum, in return for a more pedestrian-, cycling- and transit-oriented environment along its roads.

- e) The enhancement of roadways, pedestrian and cycling facilities, and transit facilities to maximize mobility and access for persons with disabilities shall be required, including during construction and reconstruction projects.
- f) The transportation network identified on Schedule C shall be protected to meet current and projected needs for various modes of travel for the movement of people and goods with linkages to planned or existing intermodal opportunities. *Development* shall not preclude the implementation of the transportation network identified on Schedule C except for the proposed roads and QEW Grade Separation/Transitway illustrated on Schedule C, where environmental assessments may be necessary. Once any necessary environmental assessment process is completed, *development* shall not preclude the implementation of the proposed roads and QEW Grade Separation/Transitway identified on Schedule C.

8.2 Transportation Network

- 8.2.1 The major road networks existing and proposed for the Town are shown on Schedule C. This schedule, together with Table 4, Functional Classification of Roads, and Table 5, Road and Section Right-of-Way Widths, shall be the basis for the provision of roads, right-of-way widths, and access control within the Town.
- 8.2.2 The desired major road network, consisting of Provincial Highways, major arterials, multi-purpose and minor arterials and collectors in accordance with the classifications of the preceding policy is indicated on Schedule C. Minor collector roads and local roads will generally be shown within the Growth Area land use schedules.
- 8.2.3 The location of proposed major transportation facilities are identified on Schedule C. The location of major transportation facilities shall generally conform to the designations on Schedule C, recognizing that road requirements, locations and alignments shown are diagrammatic. The exact road requirements, location and alignment shall be determined through detailed transportation studies, environmental assessments where required and the planning approval process. An amendment to this Plan will not be required for changes to the requirements, location or alignments shown on Schedule C provided that the general intent and purpose of this Plan is maintained.
- 8.2.4 The requirements for and locations of existing and proposed pedestrian/cycling facilities are identified on Schedule D. The requirements for and location of pedestrian/cycling facilities shall generally conform to the designations on Schedule D, recognizing that the alignments are diagrammatic, and an amendment to this Plan will not be required for changes in pedestrian/cycling facility requirements, alignment, or facility type, provided that the general intent and purpose of this Plan is maintained.

- 8.2.5 Where different road classifications intersect, adjoin or abut, the greater right-of-way width, as shown on Table 4, may extend over another road classification, if necessary, to provide for the required *infrastructure*, function or operation of the intersection.
- 8.2.6 The Town shall optimize the use of the existing arterial road system and co-ordinate with the Region on alternative solutions to maximize the person moving capacity of the arterial road system.
- 8.2.7 The Town shall protect and enhance the function of the arterial and collector road systems by reducing the number of driveways along arterial roads in developed/developing areas, through the provision of common off-street parking and service areas for commercial uses where appropriate.
- 8.2.8 Direct vehicular access to major and multi-purpose arterials, including primary transit corridors, should be limited to road intersections.

8.3 Functional Road Classifications

- 8.3.1 Transportation facilities, with the exception of Provincial Highways, should be developed and planned as *multi-modal transportation corridors* that are designed to safely accommodate a blend of vehicular, transit, cycling and pedestrian movement. Such facilities shall conform to the classification, functional and design criteria outlined in Table 4, Functional Classification of Roads.
- 8.3.2 The Town shall consider innovative road designs that have environmental considerations and support pedestrians, cycling and *transit-supportive* land uses.
- 8.3.3 The Town shall require the consideration of transit service and operational needs including maximizing transit access and minimizing transit vehicle travel times in the design of arterial roads and collector roads.

Table 4: Functional Classification of Roads

Facility Type	Function	Criteria ¹
Provincial Highways	<ul style="list-style-type: none"> ▪ accommodate high speed, high volume, longer distance traffic ▪ accommodate rapid transit services and high occupancy vehicles 	<ul style="list-style-type: none"> ▪ grade separated intersections ▪ access restricted to properly designated interchanges ▪ direct local access will not be permitted ▪ rights-of-way determined by Province
Major Arterials / Transit Corridors	<ul style="list-style-type: none"> ▪ accommodate high volumes of traffic moving between communities traveling to activity centres and traffic en route to or from the Provincial Highway system ▪ act as major transit corridors ▪ accommodate rapid transit services and high occupancy vehicles ▪ distribute traffic to or from all other classes of roads ▪ 4 or 6 lanes ▪ 40,000 or 60,000 vehicles per day² 	<ul style="list-style-type: none"> ▪ high degree of access control and turning movement control ▪ access will generally be limited to road intersections ▪ direct access from abutting properties will be discouraged in the <i>development</i> of new communities and districts ▪ <i>transit-supportive</i> land uses to be encouraged along right-of-way ▪ 35 to 50 metres
Multi-purpose Arterials	<ul style="list-style-type: none"> ▪ serve a mix of functions of major arterials and minor arterials ▪ act as major transit corridors ▪ accommodates high volumes of traffic ▪ 4 or 6 lanes ▪ 40,000 or 60,000 vehicles per day² 	<ul style="list-style-type: none"> ▪ intermediate degree of access control ▪ <i>transit-supportive</i> land uses to be encouraged along right-of-way ▪ 35 metres
Minor Arterials / Transit Corridors	<ul style="list-style-type: none"> ▪ accommodate intermediate volumes of inter-community and inter-neighbourhood traffic ▪ distribute traffic to or from all other classes of roads, except Provincial Highways ▪ may act as local transit corridors ▪ 2 or 4 lanes ▪ 20,000 or 40,000 vehicles per day² 	<ul style="list-style-type: none"> ▪ direct access from abutting residential properties will generally be discouraged in the <i>development</i> of new communities and districts unless suitable provisions are incorporated into subdivision plans ▪ <i>transit-supportive</i> land uses to be encouraged along right-of-way ▪ 26 metres

Facility Type	Function	Criteria ¹
Industrial Arterials / Commercial Collectors	<ul style="list-style-type: none"> ▪ accommodate moderate volumes of employment/ commercial traffic moving within and through employment/commercial districts ▪ 2 lanes ▪ 15,000 vehicles per day² 	<ul style="list-style-type: none"> ▪ direct access will be provided ▪ 26 metres (Industrial) ▪ 20 metres (Commercial)
Major Collectors	<ul style="list-style-type: none"> ▪ accommodate intermediate volumes of intra-community traffic ▪ may act as local transit corridors ▪ 2 lanes ▪ 10,000 vehicles per day² 	<ul style="list-style-type: none"> ▪ direct access from abutting properties will be permitted ▪ 26 metres
Minor Collectors	<ul style="list-style-type: none"> ▪ accommodate moderate volumes of intra-community traffic ▪ 2 lanes ▪ 5,000 vehicles per day² 	<ul style="list-style-type: none"> ▪ direct access from abutting properties will be permitted ▪ 20 metres
Local Roads	<ul style="list-style-type: none"> ▪ not to accommodate through traffic ▪ roads shall be designed to service only the properties that abut the roadway ▪ 2 lanes ▪ 1,500 vehicles per day² 	<ul style="list-style-type: none"> ▪ access to individual properties ▪ 18 metres ▪ 16 metres right-of-way where pedestrian mobility plan demonstrates that a single sidewalk is sufficient for the area

Notes:

- 1 Roads already meeting the right-of-way width may require additional widening if identified through an environmental assessment study, the planning application process or detailed design.
- 2 This is the typical maximum volume.

8.4 Rights-of-Way

8.4.1 The required right-of-way widths shown in Table 4, Functional Classification of Roads, in conjunction with Schedule C, denote the requirement for the section of the road. Additional rights-of-way may be required at intersections to provide for exclusive queue jump and/or turning lanes and other special treatments to accommodate the optimum road/intersection geometric design.

8.4.2 Additional rights-of-way may be required to provide lands for environmental considerations in the construction of bridges, overpasses, grade separations, pedestrian and cycling facilities, and transit priority measures. Any such additional right-of-way requirements shall be determined at the time of the design of the road facilities.

8.4.3 Rights-of-way in accordance with Table 4 shall be conveyed as required as a condition of *development*.

- 8.4.4 Priority use of lanes on a road or planned new lanes may be given exclusively to certain classes of roadway users if it contributes to the implementation of transportation and land-use objectives of this Plan. This may result in roadway lanes reserved for transit vehicles in identified locations supportive of rapid-transit and the transit-priority network. The Town may give priority to lanes used for high-occupancy vehicles on selected roads.
- 8.4.5 Road rights-of-way shall be developed to take into consideration the needs of vehicular traffic, pedestrians, cyclists, transit, medians, on-street and lay-by parking, and urban design requirements including streetscape design.
- 8.4.6 From a streetscape perspective, the Town may require additional road rights-of-way to provide for improvements such as, but not limited to, median, double row planted street trees, on-street or lay-by parking, and urban design considerations.
- 8.4.7 Specific future transit network improvements may include transitways on exclusive rights-of-way, designated lanes and/or high occupancy vehicle lanes.

8.5 Road and Section Right-of-Way Widths

- 8.5.1 Notwithstanding the right-of-way widths listed in Table 4, Functional Classification of Roads, the roadway sections in Table 5, Road and Section Right-of-Way Widths, are expected to achieve the following widths.
- 8.5.2 Major changes to existing road allowance widths identified as special in Table 5 (Note 2) are not anticipated. However, operational improvements, *development*, bus bay development, channelization and improvements of a similar nature may be undertaken as the need arises, and may be required as a condition of *development* approval.

Table 5: Road and Section Right-of-Way Widths

Road	From	To	Right-of-Way Width
Allan Street	Southerly Limit	Cornwall Road	Note 1
Anderson Street	Wilson Street	Forsythe Street	Note 1
Balsam Drive	Lakeshore Road East	Macdonald Road	Note 1
Bath Street	Brant Street	Kerr Street	Note 1
Bond Street	Kerr Street	Queen Mary Drive	Note 1
Brant Street	Bath Street	Rebecca Street	Note 1
Brock Street	Burnet Street	Rebecca Street	Note 1
Bronte Road	Lakeshore Road West	Rebecca Street	Note 2
Brookfield Road	Southerly Limit	Brookfield Crescent	15 m
Burnet Street	Brookfield Road	Forsythe Street	Note 1
Carson Lane	Park Avenue	Chartwell Road	Note 1
Chartwell Road	South Service Road	Cornwall Road	24 m
Chisholm Street	Walker Street	Bond Street	Note 1
Church Street	Navy Street	Allan Street	Note 2
Dunn Street	Randall Street	Trafalgar Road	18 m
Esplanade	Park Avenue	Chartwell Road	Note 1
First Street	Southerly Limit	Lakeshore Road East	Note 1
Forsythe Street	Anderson Street	Bond Street	Note 1
Freestone Lane	Trafalgar Road	Reynolds Street	15 m
Front Street	Navy Street	Dunn Street	Note 1
Gloucester Avenue	Lakeshore Road East	Spruce Street	Note 1
Hays Boulevard	Trafalgar Road	Sixth Line	23 m
Head Street	Wilson Street	Forsythe Street	Note 1
Howard Avenue	Esplanade	Lakeshore Road East	Note 1
Iroquois Shore Road	Trafalgar Road	QEW	32 m
John Street	Brock Street	Forsythe Street	Note 1
Kerr Street	Southerly Limit	Lakeshore Road West	Note 1
Lakeshore Road	Bronte Road	East Street	Note 2
Lakeshore Road	Dorval Drive	Allan Street	Note 2
Lawson Street	Trafalgar Road	Reynolds Street	15 m
Morrison Road	Lakeshore Road East	Cornwall Road	20 m
North Service Road	Sixth Line	Churchill Avenue	18 m
North-South Crossing (Midtown)	Trafalgar Road	Iroquois Shore Road	28 m

Road	From	To	Right-of-Way Width
North-South Crossing (Midtown)	Iroquois Shore Road	Station Road	32 m
Palmer Avenue	Trafalgar Road	Allan Street	Note 1
Park Avenue	Esplanade	Lakeshore Road East	Note 1
Parkhaven Boulevard	Oak Park Boulevard	Glenashton Drive	27.5 m
Randall Street	Navy Street	Allan Street	18 m
Rebecca Street	Burloak Drive	Bronte Road	35 m
Reynolds Street	Southerly Limit	Robinson Street	Note 1
Reynolds Street	Robinson Street	Lakeshore Road East	20 m
Reynolds Street	Lakeshore Road East	Cornwall Road	Note 2
Second Street	Southerly Limit	Lakeshore Road East	Note 1
Sixth Line	Glenashton Drive	Dundas Street	32 m
Spruce Street	Trafalgar Road	Reynolds Street	Note 1
Station Road	Cross Avenue	North-South Crossing (Midtown)	26 m
Sumner Avenue	Trafalgar Road	Allan Street	Note 1
Taunton Road	Dundas Street	Glenashton Drive	23 m
Timber Lane	Southerly Limit	Seneca Drive	Note 1
Trafalgar Road	Lakeshore Road East	Cornwall Road	Notes 2 and 3
Union Street	First Street	Second Street	15 m
Walker Street	Wilson Street	Easterly Limit	Note 1
Wilson Street	Walker Street	Bond Street	Note 1
Wycroft Road	Burloak Drive	Bronte Road	40 m

Notes:

- 1 no change from existing right-of-way width
- 2 special right-of-way; width and lane requirements to be determined following impact analysis
- 3 no change from existing right-of-way width within the Heritage Conservation District

8.6 Asymmetrical Road Widening

- 8.6.1 The right-of-way widths as shown in Table 4, Functional Classification of Roads with reference to Schedule C, will generally be centred on the existing centreline of construction for a given road or the centreline of the original road allowance.
- 8.6.2 Existing road rights-of-way (allowances) should be widened symmetrically on both sides of the road as measured from the original centre of the right-of-way. Exceptions to this could occur where it is not possible to acquire rights-of-way due to constraints beyond the Town's control or where an environmental assessment or functional design study recommends an asymmetric alignment.

8.7 Future/New Road Alignments

- 8.7.1 The Town may protect for new alignments and additional right-of-way requirements identified within the Growth Areas and shown on Schedule C.
- 8.7.2 The Town may secure through the planning application process rights-of-way on alignments as shown on Schedule C. Final rights-of-way and alignments will be determined through detailed transportation studies, environmental assessments where required and the planning approval process.
- 8.7.3 In selecting locations for road and bridge crossings of major valleys and other natural features, care shall be taken to minimize adverse effects on the natural landscape. Environmental impact analysis will be required to identify means of minimizing the impact of such crossings on the natural environment.

8.8 Environmental Assessments

- 8.8.1 Where entirely new roads are to be constructed, other than in a plan of subdivision or planning application, such construction will be preceded by an environmental assessment, a public meeting, and a Council resolution in support of such action.
- 8.8.2 The Town may protect for new alignments and additional right-of-way requirements recommended during the class environmental assessment process.
- 8.8.3 The Town may secure, through the planning application process, rights-of-way on alignments as identified through the class environmental assessment process and/or the detailed design process which may be different from those shown on Schedule C.
- 8.8.4 The Town shall consider the movement of *wildlife* in the design of road *infrastructure*.

8.9 Transit

- 8.9.1 Decisions on transit planning and investment shall be consistent with future transit investments by the Region and the Province.
- 8.9.2 The Town will encourage *transit-supportive development* within *major transit station areas* and around transit terminal facilities.
- 8.9.3 The Town will support inter-regional transit initiatives including transitways and busways as identified on Schedule C.
- 8.9.4 Plans for all new growth and new communities shall be designed with specific regard for the safe, convenient, and efficient provision of accessible transit service.
- 8.9.5 The Town will encourage the increased use of public transit by requiring *transit-supportive* urban design, retaining rights-of-way for off-street bus loops and on-street bus bays, as well as providing for bus shelters at bus stop locations.

- 8.9.6 The Town may require *development* to provide for and support pedestrian and cycling facilities and provide access to public transit services and public transit stations within a walking distance of generally no more than 400 metres.
- 8.9.7 The design of roadways shall consider transit service and operational needs including maximizing transit access, queue jump lanes, and minimizing transit vehicle travel times.
- 8.9.8 *Development* applications along transit corridors within the Growth Areas will be encouraged to incorporate transit waiting areas into buildings located adjacent to transit stops.
- 8.9.9 The Town shall take into account the requirements for a comprehensive and interconnected public transit network by ensuring that all planning applications fully consider short and long-term transit opportunities.

8.10 Active Transportation

- 8.10.1 Walking and cycling are recognized as alternate modes of transportation that can play a positive role in improving mobility and quality of life as part of a balanced transportation system. A complete *active transportation* system in existing and new *development* areas will augment and provide connections to the road and transit system.
- 8.10.2 The *development* of new areas and the upgrading of existing roads shall have regard for the implementation guidelines set out in the Active Transportation Master Plan.
- 8.10.3 The location of existing and proposed pedestrian and cycling facilities are designated on Schedule D. The location of pedestrian and cycling facilities should conform to the designations on Schedule D, recognizing that the alignments are diagrammatic, and an amendment to this Plan will not be required for changes in pedestrian and cycling facilities alignment provided that the general intent and purpose of this Plan are maintained.
- 8.10.4 Additional rights-of-way may be required at specified locations within the Town to provide for future grade separated pedestrian/cycling facilities where warranted. Any such additional right-of-way requirements shall be determined at the time of the design of the facility.
- 8.10.5 *Development* proposals, and upgrades to existing roads, will be required to incorporate pedestrian and cycling facilities in accordance with Schedule D and have regard for the implementation guidelines set out in the Active Transportation Master Plan.
- 8.10.6 In addition to the provision of pedestrian and cycling access to transit stations, the Town may include the provision of separate multi-use pathways in or adjacent to rapid-transit corridors through the environmental assessment and detailed design process.

- 8.10.7 In new *developments*, sidewalks should be required on both sides of all roads with the exception of:
- a) residential roads with less than ten dwelling units or culs-de-sac, where sidewalks shall be required on only one side of the road;
 - b) lanes, where no sidewalks shall be required; and,
 - c) a road flanking a natural feature, where a sidewalk shall be provided on the developed side only, subject to the availability of a trail facility on the other side of the road.

8.10.8 Bicycle parking standards shall be implemented through the Zoning By-law.

8.11 Rail

8.11.1 The integration of rail passenger transportation services with other transportation modes shall be encouraged.

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

- a) progressively grade separate at-grade railway crossings with a high *exposure index*;
- b) require that adequate visual and/or physical separation be provided to screen railway rights-of-way from adjacent residential land uses wherever possible;
- c) co-operate with other levels of government and the railway companies in relocating existing facilities, locating and designing all new facilities to ensure that such facilities are *compatible* with the transportation network and existing or proposed land uses;
- d) implement safety measures such as berms, landscape buffers and building setbacks between railway rights-of-way and adjacent land uses in consultation with the owner of the railway right-of-way; and,
- e) implement aesthetic measures to recognize the increasing importance of the railway rights-of-way as a commuter corridor through the Town.

8.11.3 The Town shall interpret the required right-of-way widths shown on Table 4, Functional Classification of Roads, to denote only the basic requirement for the section of road that intersects with an at-grade railway crossing. Additional rights-of-way may be required at railway crossings to provide for future grade separations where warranted. Any such additional right-of-way requirements shall be determined at the time of the design of the grade separation and will become part of the total required right-of-way.

8.12 Integrating Land Use and Transportation

- 8.12.1 The Town will co-ordinate land use and transportation planning to maximize the efficient use of land.
- 8.12.2 *Development* plans shall be designed with specific regard to the safe, convenient and efficient provision of public transit as well as pedestrian and cycling facilities. In particular, to facilitate the development of a *transit-supportive* urban structure, the following measures will be reflected in all *development* proposals:
- a) densities supportive of transit, which are commensurate with the type and frequency of transit service planned for the area and/or corridor, particularly near transit stops and stations;
 - b) a road pattern and related pedestrian and cycling facilities network that provide for direct pedestrian and cycling access to transit routes and stops;
 - c) documentation of walking distances to ensure that all areas within the Plan area are adequately served by transit; and,
 - d) transit stops and bus bays on primary and secondary transit corridors and major arterials and, where appropriate, incorporation of these features into road design requirements.
- 8.12.3 Where appropriate and public safety is not affected, the Town will minimize the amount of land utilized for daylighting triangles to contribute to a more urban environment and maximize the efficient use of land.

8.13 Transportation System Management

- 8.13.1 The Town shall consider the benefits of transportation system management (TSM), including transit priority measures (TPM), to optimize the transportation network.

8.14 Transportation Demand Management

- 8.14.1 Through the *development* process, the Town will encourage opportunities for developing *transportation demand management (TDM)* measures to reduce single occupancy motor vehicle use, especially during peak travel periods. *TDM* measures include, but are not limited to, carpooling programs, preferential parking for carpool members, transit pass incentives, cycling initiatives, telecommuting, flex hours, provision of private shuttles, and walking programs.
- 8.14.2 *TDM* will be used to reduce the use of single occupancy vehicles and encourage increased transit ridership, walking and cycling.

8.14.3 As an incentive to encourage *TDM*, the Town may permit reduced parking standards for *developments* which demonstrate, through a *TDM* plan and implementation strategy, that a reduction in parking standards is appropriate.

8.15 Parking

8.15.1 Within the Growth Areas and *major transit station areas*, the Town shall investigate the potential for parking restriction zones, including establishing minimum and maximum parking standards, to maximize the efficient use of land and promote *active transportation* and the use of public transit.

8.15.2 On-street parking will be permitted wherever possible to increase activity along the street, reduce vehicle speeds and serve as a protective buffer between pedestrians and moving vehicles. To encourage the provision of such parking, appropriate engineering design standards for roadways, including lay-bys and accommodation for safe cycling, shall be developed. Reduced off-street parking requirements will be established for specific areas where appropriate, particularly in *major transit station areas* and within the Growth Areas.

8.15.3 Reduced surface parking may be considered as part of a *TDM* plan.

8.15.4 The Town will work with landowners in the Growth Areas to purchase or lease land and establish municipal parking at strategic nodes, where feasible.

8.15.5 The Town may consider the implementation of a parking policy in conjunction with the private sector. Such policy may include a public parking program.

8.15.6 Opportunities for off-peak shared parking will be considered, subject to evaluation by the Town.

8.15.7 Cash-in-lieu of parking may be considered where appropriate.

8.16 Noise and Vibration

8.16.1 The Town shall require appropriate mitigation of adverse impacts on *sensitive land uses* from noise and vibration emanating from rail yards, railways, Provincial Highways, major, multi-purpose and minor arterials, and primary transit corridors.

8.16.2 *Sensitive land uses* shall be buffered through mechanisms such as restrictions on the type of use, building design, location of outdoor living area and the provision of landscaping including street trees and fencing.

9. PHYSICAL SERVICES

This section sets out the Town's policies with respect to the provision of natural gas and oil pipelines, electric power, communications/telecommunications *infrastructure*, and other cabled service, piped services and related facilities used for water, wastewater and stormwater.

9.1 General

- 9.1.1 *Development* of all lands within the *urban area* shall be based on full urban water and sanitary sewers.
- 9.1.2 *Development* shall be assessed based on the availability and location of existing and planned *infrastructure*.
- 9.1.3 *Development* north of Highway 407 shall not be provided with urban services.
- 9.1.4 New services are encouraged to be located underground and in one common trench.
- 9.1.5 The Town shall encourage the gradual elimination of above ground facilities with primary emphasis on commercial areas.
- 9.1.6 Pipeline rights-of-way and existing and new electric power facilities, not including power generating facilities but including transmission lines, transformer stations, and distribution stations, may be permitted throughout the Town if such *development* is in accordance with Provincial requirements and approvals.
- 9.1.7 *Development* shall be required to recognize the constraints associated with the adjacent linear corridors.
- 9.1.8 The Town shall request local *utility* providers to design and construct their services to minimize damage and impact to the existing area.
- 9.1.9 *Infrastructure, utilities* and necessary public works, not including *power generation facilities*, shall be permitted in all land use designations.
- 9.1.10 Any *development* within 200 metres of a high pressure natural gas pipeline shall be reviewed and subject to appropriate setbacks.
- 9.1.11 The Town shall ensure that, where necessary, appropriate locations are provided for *utility* equipment, such as within rights-of-way or easements on private property.

Achieving Sustainability

10. SUSTAINABILITY

The Town is committed to *sustainable development* in order to achieve environmental sustainability. This section provides objectives and policies to implement the principle of sustainability where the Town has jurisdiction.

10.1 General

10.1.1 Objectives

The general objectives for sustainability are:

- a) to minimize the Town's *ecological footprint*;
- b) to achieve sustainable building and community design;
- c) to preserve, enhance and protect the Town's environmental features, natural heritage systems and waterfronts;
- d) to enhance the Town's air and water quality;
- e) to maintain the existing urban forest; and,
- f) to progressively increase the urban forest to achieve a canopy cover of 40% Town-wide beyond the life of this Plan.

10.1.2 Policies

- a) *Sustainable development* will be one of the criteria when reviewing applications for future land use and for public works and capital expenditures in order to minimize the Town's *ecological footprint*.
- b) The Town will encourage *development* which reflects the principle of *sustainable development* through a *sustainable development* checklist. The checklist will be used as a tool for assessing *sustainable development* features of applications, including those matters set out in this section or other initiatives.

10.2 Climate Change Programs

10.2.1 The Town recognizes that a key initiative to mitigate the impacts of *climate change* is the reduction of greenhouse gas emissions. The Town will work to mitigate and adapt to *climate change* by initiatives that include, but are not limited to:

- a) encouraging energy generation from renewable sources as well as *district energy*;
- b) promoting increased levels of transit usage and *active transportation* modes;

- c) establishing targets for reducing greenhouse gas emissions and improving air quality;
- d) encouraging energy efficient and green buildings; and,
- e) reducing the risk of *infrastructure* damage during severe weather by encouraging the location of *utilities* underground and improving Town *infrastructure*.

10.3 Corporate Policies

10.3.1 The Town will take a leadership role in achieving environmental sustainability through its Environmental Policy Department and other affected departments by implementing programs and policies including but not limited to:

- a) implementing corporate targets for reducing greenhouse gas emissions;
- b) taking a leadership role in sustainable building design by Town design standards which may include, but are not limited to:
 - i) requiring that all new municipal buildings over 500 square metres achieve a LEED silver rating or equivalent;
 - ii) requiring that the installation of green or high albedo roofs be considered during the design phase of all new municipal buildings; and,
 - iii) requiring that all municipal renovation and retrofitting projects, including the adaptive reuse of heritage buildings for public use, incorporate sustainable building techniques wherever feasible.
- c) implementing the environmental sustainability policy and related procedures, such as a sustainable green purchasing procedure and a sustainable green fleet procedure;
- d) minimizing, where possible, the use of high maintenance landscaping on Town properties in favour of naturalized low maintenance landscaping; and,
- e) implementing an energy management strategy, including undertaking audits of energy use in facilities owned and operated by the Town to identify energy conservation opportunities.

10.4 Energy Conservation

10.4.1 The Town shall promote and encourage *development* which minimizes energy consumption when evaluating planning applications by:

- a) seeking a *compact urban form*;

- b) encouraging mixed use *development* where appropriate to minimize motor vehicle trips;
- c) encouraging the use of appropriately selected and located vegetation to reduce the energy consumption of buildings;
- d) encouraging urban design that promotes energy conservation;
- e) promoting transit and modes of *active transportation*; and,
- f) addressing other matters, as appropriate, that reduce energy consumption.

10.5 Energy Generation

- 10.5.1 The Town shall encourage proposals for *alternative energy systems* and *renewable energy systems* at appropriate scales which are *compatible* with surrounding existing and proposed land uses and the environment. During Renewable Energy Approvals consultations, the Town will emphasize the need for compatibility with all surrounding existing and proposed *sensitive land uses*.
- 10.5.2 *Cogeneration facilities* of less than 25MW and other *power generation facilities* of less than 5MW may be permitted in Midtown Oakville, the Uptown Core, and Palermo Village Growth Areas and on lands designated Office Employment, Business Employment, and Industrial without amendment to this Plan subject to rezoning and appropriate *development* standards in the Zoning By-law. *District energy* and *power generation facilities* shall be designed in a way to be *compatible* with the surrounding existing and proposed land uses subject to site specific assessment in accordance with the provision of this Plan.
- 10.5.3 The Town shall encourage new *development* to connect to *district energy facilities*.
- 10.5.4 The application of a minimum separation distance from the lot lines of the proposed use to the lot line of any existing and proposed *sensitive land use* shall be established in the implementing zoning by-law. Minimum separation distance to an existing and proposed *sensitive land use* shall be determined through the required technical studies as set out in this Plan. The greatest separation distance as determined through any individual technical study required in consideration of an application for a *power generation facility* shall be applied and shall demonstrate that no existing and proposed *sensitive land use* is within that determined distance.
- 10.5.5 In addition to any other provision of this Plan, new *cogeneration facilities* greater than or equal to 25 MW and new other *power generation facilities* greater than or equal to 5 MW or the expansion of an existing *cogeneration* or other *power generation facility* resulting in a total capacity greater than or equal to the 25 and 5 MW set out above respectively, will require, in consultation with the Region, an amendment to the Official Plan and Zoning By-law, and is subject to the following in relation to lands

within a minimum of 1000 m of the proposed site unless a site specific study necessitates a larger study area:

- a) A planning justification report outlining the rationale, benefits and need (local) for the proposal including reference to the technical studies required in support of the application and including reference to conformity with all applicable and in force policies and plans;
- b) Studies demonstrating no adverse impacts on existing or proposed *development* with regard to the natural environment, noise and vibration, plume, air quality and *affected airshed*, natural and cultural heritage, viewsheds, shadows, land use compatibility, public health and safety, risk, and soils stability and geotechnical engineering;
- c) A site design and *development* plan that provides for appropriate buffering and other design features to ensure, where applicable, the *character* of the area is preserved and the site views from nearby existing and proposed *sensitive land uses* are mitigated to the extent possible.

10.5.6 A *power generation facility* may be an accessory use in an Industrial and Institutional designation provided the accessory use shall be on the same lot and is clearly subordinate to and directly related to the functioning of the permitted use, subject to rezoning and appropriate *development* standards in the Zoning By-law. Accessory *power generation facilities* shall be designed in a way to be *compatible* with the surrounding existing and proposed land uses subject to site specific assessment in accordance with the provisions of this Plan.

10.5.7 Proposals for *sensitive land uses* within 300 m of a *renewable energy system* approved under the Renewable Energy Approvals regulation of greater than or equal to 5 MW or wind turbine facilities with a capacity of greater than or equal to 50kW shall submit with any application for *development* or redevelopment studies that are required for *power generation facilities* in accordance with the provisions of this Plan, as applicable.

10.6 Green Buildings

10.6.1 The Town will encourage innovative programs and construction methods which support the *sustainable development* and redevelopment of buildings. Sustainable features sought by the Town may include, but are not limited to:

- a) *renewable energy systems* such as wind, geothermal and solar power installations;
- b) energy-efficiency technologies that are consistent with high energy efficiency standards (such as Energy Star and LEED buildings), design features and construction practices;

- c) green roofs or high albedo roofs that contribute to the reduction of the urban heat island effect;
- d) permeable paving and other innovative stormwater management methods;
- e) water conservation and efficiency measures; and,
- f) conserving heritage resources, which contributes to sustainability by reducing landfill and lessening the demand for energy and resources needed for new construction.

10.7 Greyfields and Brownfields

- 10.7.1 Where the redevelopment of large *greyfield* or *brownfield sites* for residential land uses is proposed, *intensification* policies provided in section 11.1.9 shall apply. Such redevelopment shall also be planned in a comprehensive manner.
- 10.7.2 Provincial legislation shall be referred to in the review of *development* applications to address matters related to known and potential site contamination.

10.8 Waste Management

- 10.8.1 The Town will support programs to divert waste from landfill, including but not limited to a zero waste strategy and building design policies and guidelines that support waste reduction and diversion.

10.9 Subwatershed Planning

- 10.9.1 Individual plans of subdivision shall be reviewed in conjunction with the overall concept and objectives of the applicable subwatershed study.
- 10.9.2 The Town shall, in partnership with the Conservation Authority, consider an adaptive environmental management approach to existing subwatershed studies. This approach may require applicants to update existing subwatershed studies. The need to update these studies shall be determined jointly by the Town, the Conservation Authority and the Region.
- 10.9.3 The Town, in consultation with the Conservation Authority, may require subwatershed studies to be undertaken prior to, or in conjunction with, *Special Policy Area* studies. Such studies shall determine the appropriate method and locations of stormwater management facilities. Studies shall be completed prior to the draft plan approval of any plans of subdivision within a subwatershed. The subwatershed study will also update current inventories of *natural hazards*, groundwater, surface water, fish habitat, water balance, natural features and functions of natural systems, in order to identify constraints, opportunities and appropriate buffers, prior to the approval of a *Special Policy Area* study.

10.9.4 Where there is no existing subwatershed study, and a study is not required under section 10.9.3, an environmental impact statement may be required to be prepared by the proponent of a planning application for lands adjacent to *watercourses*, *headwaters*, aquifers, natural features, and related physiographic or topographic formations that contribute to groundwater recharge or discharge.

10.10 Stormwater Management

10.10.1 Stormwater management techniques shall be used in the design of new *developments* to control both the quantity and quality of stormwater runoff. In areas where soil types permit, on-site infiltration shall be encouraged to the maximum extent feasible.

10.10.2 Where existing *watercourses* are sufficiently wide to carry storm flows, there shall be no modification of these areas, except for *erosion* control and water quality maintenance measures to the satisfaction of the Town, the Conservation Authority and the Province.

10.10.3 Where the *watercourse* is not sufficient to accommodate storm flows and to ensure water quality, realignment or deepening of the *watercourse* may be accepted, if the following guidelines are satisfied:

- a) The *watercourse* realignment must meet all of the requirements of the Town, the Conservation Authority and the Federal government.
- b) *Erosion* control and/or stream bed and bank stabilization techniques shall be implemented to the satisfaction of the Town and the Conservation Authority.
- c) All alterations to *watercourses*, floodplains, meander belts, valleylands and fish habitat will require the approval of the Conservation Authority.

10.10.4 Potential recharge and infiltration areas shall require further studies to be conducted at the *development* application stage. The purpose of these studies is to determine whether site specific recharge and/or infiltration is feasible on the subject property and to ensure protection of their function.

10.10.5 The provision of stormwater drainage facilities shall be in accordance with master plans established through subwatershed studies, where applicable, or the Town's engineering standards.

10.10.6 Stormwater management plans and facilities for watersheds that extend beyond the municipal boundary shall be developed in conjunction with the adjacent municipalities.

10.10.7 Existing groundwater recharge rates shall be maintained in all *developments*, where possible.

- 10.10.8 The use of permeable surfaces and soft landscaping shall be encouraged where possible.
- 10.10.9 All *development* shall follow the current Provincial and Federal guidelines for stormwater management (best management practices). The Town also encourages innovative stormwater management strategies, especially within the Growth Areas.
- 10.10.10 Where permanent facilities are required to service the full watershed, as determined in the subwatershed study, or are to be located outside the area of application for draft plan of subdivision approval, *development* of the subdivision may be delayed until required facilities are built.
- 10.10.11 Notwithstanding the above, the proponent of an application for draft plan of subdivision approval may provide interim stormwater management for the subdivision on their own property, subject to the approval of the Town and the Conservation Authority. Such handling shall be of a temporary nature and shall not be an alternative to optimum stormwater management as identified in the watershed and subwatershed studies.
- 10.10.12 The Town may pursue opportunities to implement quantity and quality controls for stormwater management within the Town's developed areas where current controls do not exist or are not adequate.

10.11 Air Quality

- 10.11.1 The Town will work to improve air quality through its land use and transportation decisions including, but not limited to:
- a) concentrating activity centres;
 - b) encouraging mixed use *development*;
 - c) providing a well-connected pedestrian and bicycle network where feasible;
 - d) providing convenient and efficient transit service;
 - e) implementing parking policies, primarily through the Zoning By-law, that do not undermine the encouragement of transit and active modes of transportation; and,
 - f) establishing policies and by-laws that protect and enhance the urban forest.

10.12 Urban Forests

The Town considers its municipally-owned urban forest as green infrastructure.

- 10.12.1 For every square metre of leaf area that is removed from Town property or from Town road rights-of-way, sufficient trees will be replanted to replace the lost square metres of leaf area.
- 10.12.2 The Town shall ensure that appropriate space for tree protection and tree planting within road rights-of-way are included in the design of new roads or road improvements.
- 10.12.3 The Town shall develop standards for the protection of trees to assist with the review of planning applications and municipal consents by *utilities*.
- 10.12.4 The Town shall develop standards for the planting of new trees to assist with the review of planning applications.
- 10.12.5 Tree removal on private property shall be subject to the Town's private tree protection by-law.

10.13 Hazard Lands

- 10.13.1 The delineation and regulation of *hazard lands* are administered by the Conservation Authorities. The general location of floodplain limits and shoreline *hazard lands* are conceptually shown on Schedule B. The limits of *hazard lands* on Schedule B may be updated without a Plan amendment.
- 10.13.2 No new *development* or site alteration is permitted within *hazard lands* without the approval of the Conservation Authority.
- 10.13.3 The Town recognizes the *one zone concept* for floodplain management as administered by the conservation authorities. The following uses may be permitted in the floodplain, subject to Conservation Authority approval:
 - a) *flood* or *erosion* control structures;
 - b) *utilities* and other related facilities which by their nature must be located near water or traverse *watercourses*;
 - c) passive recreational facilities; and,
 - d) replacement of legally existing uses, buildings and structures.
- 10.13.4 *Development* in and around Lake Ontario shall consider best management practices respecting the shoreline. Any shoreline hardening and design features shall, among

things, avoid wind-blown algae collection traps as determined by the Conservation Authority.

10.14 Aggregates

10.14.1 New commercial pits and quarries shall not be permitted on lands south of Dundas Street.

10.14.2 Notwithstanding the above, the creation of wayside pits and quarries, portable asphalt plants and portable concrete plants used on public authority contracts shall be permitted, without the need for an official plan amendment, zoning by-law amendment, or development permit under the *Planning Act*, in all areas, except those areas of existing *development* or particular environmental sensitivity which have been determined to be incompatible with extraction and associated activities. The Town may limit these uses in areas of existing *development* or particular environmental sensitivity which have been determined to be incompatible with extraction and associated activities through the implementing zoning.

11. RESIDENTIAL

The lands identified as Residential Areas on Schedule A1, Urban Structure, represent the areas that provide for stable residential communities.

A variety of residential uses is accommodated through the three Residential land use designations: Low Density Residential, Medium Density Residential and High Density Residential. These designations provide for a full range of housing types, forms and densities.

The majority of *intensification* and *development* within the Town is to occur within the Growth Areas as described in Part E. *Intensification* outside of the Growth Areas within the stable residential communities will be subject to policies that are intended to maintain and protect the existing *character* of those communities.

Special Policy Areas may be defined on lands or areas which are designated Residential and which require further study and/or additional policies as set out in Part E.

The following objectives shall apply to all Residential Areas:

- a) maintain, protect and enhance the *character* of existing Residential Areas;
- b) encourage an appropriate mix of housing types, densities, design and tenure throughout the Town;
- c) promote housing initiatives to facilitate revitalization, *compact urban form* and an increased variety of housing alternatives;
- d) promote innovative housing types and forms to ensure accessible, *affordable*, adequate and appropriate housing for all socio-economic groups;
- e) encourage the conservation and rehabilitation of older housing in order to maintain the stability and *character* of the existing stable residential communities; and,
- f) discourage the conversion of existing rental properties to condominiums or to other forms of ownership in order to maintain an adequate supply of rental housing.

11.1 General

- 11.1.1 The Town will continue to work directly with the Region to provide opportunities for housing for a wide array of socio-economic groups and those with differing physical needs using all available planning mechanisms and tools and to develop a housing strategy, including preparation of Municipal Housing Statements, which will establish and implement *affordable housing* targets.

- 11.1.2 The Town will seek a balance in housing tenure. Conversions of existing rental accommodation to condominium or other forms of ownership shall be discouraged.
- 11.1.3 The Town will provide for the creation of second units through regulations in the Zoning By-law. Second units shall not be considered as dwelling units for the purpose of calculating density.
- 11.1.4 *Development* shall conform with the policies relating to urban design and sustainability set out in Part C.
- 11.1.5 *Development* on private roads shall be discouraged. Where it is demonstrated that a public road is not warranted, to the satisfaction of the Town, *development* through plans of condominium on private roads may be permitted provided all required services are appropriately accommodated and all applicable policies of this Plan are satisfied.
- 11.1.6 *Special needs housing* may be permitted through a range of housing types in all residential land use designations in accordance with section 11.1.9 and where adequate residential amenities and services are provided.
- 11.1.7 Home occupations and bed and breakfast establishments may be permitted in accordance with section 11.1.9 and the Town's Zoning By-law and any other applicable by-laws or requirements.
- 11.1.8 *Intensification* within the stable residential communities shall be provided as follows:
- a) Within stable residential communities, on lands designated Low Density Residential, the construction of a new dwelling on an existing vacant lot, *land division*, and/or the conversion of an existing building into one or more units, may be considered where it is *compatible* with the lot area and lot frontages of the surrounding neighbourhood and subject to the policies of section 11.1.9 and all other applicable policies of this Plan;
 - b) Within the stable residential communities, on lands designated Low Density Residential, there may also be sites at the intersection of arterial and/or collector roads, or sites with existing non-residential uses, that have sufficient frontage and depth to accommodate appropriate *intensification* through *development* approvals. *Intensification* of these sites may occur with Low Density Residential uses in accordance with section 11.1.9 and all other applicable policies of this Plan; and,
 - c) Within the stable residential communities, on lands designated Medium Density Residential and High Density Residential, there may be underutilized lands on which additional *development* may be appropriate. *Intensification* of these lands may occur within the existing density permissions for the lands and may be considered subject to the requirements of section 11.1.9 and all other applicable policies of this Plan.

- 11.1.9 *Development* within all stable residential communities shall be evaluated using the following criteria to maintain and protect the existing neighbourhood *character*:
- a) The built form of *development*, including scale, height, massing, architectural *character* and materials, is to be *compatible* with the surrounding neighbourhood.
 - b) *Development* should be *compatible* with the setbacks, orientation and separation distances within the surrounding neighbourhood.
 - c) Where a *development* represents a transition between different land use designations or housing forms, a gradation in building height shall be used to achieve a transition in height from adjacent *development*.
 - d) Where applicable, the proposed lotting pattern of *development* shall be *compatible* with the predominant lotting pattern of the surrounding neighbourhood.
 - e) Roads and/or municipal *infrastructure* shall be adequate to provide water and wastewater service, waste management services and fire protection.
 - f) Surface parking shall be minimized on the site.
 - g) A proposal to extend the public street network should ensure appropriate connectivity, traffic circulation and extension of the street grid network designed for pedestrian and cyclist access.
 - h) Impacts on the adjacent properties shall be minimized in relation to grading, drainage, location of service areas, access and circulation, privacy, and microclimatic conditions such as shadowing.
 - i) The preservation and integration of heritage buildings, structures and uses within a Heritage Conservation District shall be achieved.
 - j) *Development* should maintain access to amenities including neighbourhood commercial facilities, community facilities including schools, parks and community centres, and existing and/or future public transit services.
 - k) The transportation system should adequately accommodate anticipated traffic volumes.
 - l) *Utilities* shall be adequate to provide an appropriate level of service for new and existing residents.
- 11.1.10 *Special Policy Areas* that are designated for residential uses are also described in Part E and are also subject to policies set out in Part E.

11.1.11 Residential uses shall comply with the land use compatibility and appropriate mitigation measures, such as setbacks and buffers, defined by the Ministry of the Environment.

11.2 Low Density Residential

11.2.1 Permitted Uses

The Low Density Residential land use designation may permit a range of low density housing types including detached dwellings, semi-detached dwellings and duplexes.

11.2.2 A density of up to 29 dwelling units per *site hectare* may be permitted in areas designated Residential Low Density.

11.3 Medium Density Residential

11.3.1 Permitted Uses

The Medium Density Residential land use designation may permit a range of medium density housing types including *multiple-attached dwelling* units, apartments, retirement homes and long-term care homes. Existing detached and semi-detached dwellings are permitted.

11.3.2 The density range is to be between 30 to 50 dwelling units per *site hectare*.

11.4 High Density Residential

11.4.1 Permitted Uses

The High Density Residential land use designation may permit a range of high density housing types including *multiple-attached dwelling* units, apartments, retirement homes and long-term care homes.

11.4.2 The density range is to be between 51 to 185 units per *site hectare*.

12. MIXED USE

The Mixed Use designations provide areas where residential, commercial and office uses are integrated in a *compact urban form* at higher *development* intensities. Mixed Use areas are to be pedestrian-oriented and *transit-supportive*.

12.1 General

- 12.1.1 The intent of the Mixed Use designations is to allow for a diversity of residential, commercial and office uses which are integrated in buildings to provide for the efficient use of municipal services and *infrastructure*.
- 12.1.2 Mixed use *development* will be focused on lands located within Oakville's Growth Areas and along identified corridors.
- 12.1.3 The Mixed Use designations are intended to create animated streets by providing retail and service commercial uses on the ground floor of mixed use buildings, fronting onto the street and other pedestrian environments. The location and size of any use on upper and/or lower floors within mixed use buildings will be determined through the *development* process and regulated by the implementing zoning.
- 12.1.4 All *development* within the Mixed Use designations shall be of a high quality design that considers the integration of new and existing buildings, as well as building façade treatment.
- 12.1.5 The uses listed in sections 11.1.6 and 11.1.7 may also be permitted in the Mixed Use designations.
- 12.1.6 Motor vehicle related uses, including motor vehicle sales and motor vehicle service stations, shall be prohibited in all of the Mixed Use designations.
- 12.1.7 Drive-through Facilities
- a) Drive-through facilities proposed within any of the Mixed Use designations within Bronte Village and Kerr Village will require an amendment to this Plan and the Town's Zoning By-law and be subject to the following:
 - i) justification for the proposed *development* that establishes how it conforms to the Official Plan;
 - ii) demonstration that the *development* of a drive-through facility does not preclude the planned function and *intensification* for a site;
 - iii) conformity with the urban design policies in section 6;
 - iv) the Town's Drive-through Urban Design Guidelines; and,

- v) demonstration that the proposed drive-through facility:
 - does not change the *character* of the existing and planned streetscape;
 - maintains the scale of the urban environment; and,
 - does not compromise the safe and efficient movement of pedestrians and cyclists.

- b) Drive-through facilities proposed within the Main Street 2 designation within Palermo Village and the Uptown Core will require an amendment to this Plan and the Town's Zoning By-law and be subject to the following:
 - i) justification for the proposed *development* that establishes how it conforms to the Official Plan;
 - ii) demonstration that the *development* of a drive-through facility does not preclude the planned function and *intensification* for a site;
 - iii) conformity with the urban design policies in section 6;
 - iv) the Town's Drive-through Urban Design Guidelines; and,
 - v) demonstration that the proposed drive-through facility:
 - does not change the *character* of the existing and planned streetscape;
 - maintains the scale of the urban environment; and
 - does not compromise the safe and efficient movement of pedestrians and cyclists.

- c) Drive-through facilities proposed within the Urban Core designation within the Uptown Core and within the Urban Centre designation within Palermo Village will require an amendment to the Town's Zoning By-law and be subject to the following:
 - i) demonstration that the *development* of a drive-through facility does not preclude the planned function and *intensification* for a site;
 - ii) conformity with the urban design policies in section 6;
 - iii) the Town's Drive-through Urban Design Guidelines; and,
 - iv) demonstration that the proposed drive-through facility:
 - does not change the *character* of the existing and planned streetscape;

- maintains the scale of the urban environment; and,
- does not compromise the safe and efficient movement of pedestrians and cyclists.

12.2 Main Street 1

The Main Street 1 designation represents small scale, mixed use *development* along main streets and is intended to reflect a pedestrian-oriented, historic main street *character*.

12.2.1 Permitted Uses

- a) A wide range of retail and service commercial uses, including restaurants, commercial schools, offices, places of entertainment, indoor sports facilities, hotels, and residential uses, may be permitted in the Main Street 1 designation. The ground floor of buildings in the Main Street 1 designation shall be primarily occupied by retail and service commercial uses. Limited office uses, and ancillary residential uses, may also be permitted on the ground floor of mixed use buildings.
- b) The 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.

12.2.2 Building Heights

Buildings within the Main Street 1 designation shall be a minimum of two storeys in height and a maximum of four storeys in height.

12.2.3 Parking

Surface parking shall be provided only within a side and/or rear yard. Surface parking on corner lots shall only be permitted in the rear yard.

12.3 Main Street 2

The Main Street 2 designation shall provide for mixed use *development* characterized by high quality design standards and appropriately scaled pedestrian environment for emerging Growth Areas such as Kerr Village and the Uptown Core and the gateway areas within Bronte Village.

12.3.1 Permitted Uses

- a) A wide range of retail and service commercial uses, including restaurants, commercial schools, offices, places of entertainment, indoor sports facilities, hotels, and residential uses, may be permitted in the Main Street 2 designation.

The ground floor of buildings in the Main Street 2 designation shall be primarily occupied by retail and service commercial uses. Limited office uses, and ancillary residential uses, may also be permitted on the ground floor of mixed use buildings.

- b) The 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.

12.3.2 Building Heights

- a) Buildings within the Main Street 2 designation shall be a minimum of four storeys in height and a maximum of six storeys in height.
- b) Additional building height may be considered in accordance with the applicable bonusing policies in this Plan.

12.3.3 Parking

Surface parking should be provided only within a side and/or rear yard or in areas that can be appropriately screened. Surface parking on corner lots should only be permitted in the rear yard or in areas that can be appropriately screened.

12.4 Urban Centre

The Urban Centre designation shall incorporate a mix of uses including retail and service commercial, *major office*, offices and residential uses. *Development* should be oriented to the street and shall contribute to a high quality pedestrian-oriented and *transit-supportive* environment.

12.4.1 Permitted Uses

- a) A wide range of retail and service commercial uses, including restaurants, commercial schools, *major office*, offices and residential uses may be permitted in the Urban Centre designation. Retail and service commercial uses shall be provided on the ground floor of mixed use buildings that directly front a public street. These uses may also extend to other floors. Places of entertainment, indoor sports facilities, and hotels may also be permitted. Office uses and ancillary residential uses may be provided on the ground floor and/or above the ground floor.
- b) The size and location of uses shall be determined through the *development* process and regulated by the implementing zoning.

12.4.2 Building Heights

- a) Buildings within the Urban Centre shall be a minimum of six storeys in height and a maximum of eight storeys in height.
- b) Additional building height may be considered in accordance with the applicable bonusing policies in this Plan.

12.4.3 Parking

- a) Underground and/or structured parking shall be encouraged.
- b) Surface parking shall not be permitted in front of or between buildings. However, consideration may be given to limited surface parking within these areas for the purpose of visitor or commercial parking.

12.5 Urban Core

The Urban Core designation is envisioned to have a strong urban focus and incorporate retail and service commercial, *major office*, office and residential uses. *Development* should be oriented to the street and shall contribute to a high quality pedestrian-oriented and *transit-supportive* environment. Midtown Oakville and the Uptown Core are the primary locations for this designation.

12.5.1 Permitted Uses

- a) A wide range of retail and service commercial uses, including restaurants, commercial schools, *major office*, offices and residential uses may be permitted in the Urban Core designation. Retail and service commercial uses shall be provided on the ground floor of mixed use buildings that directly front a public street. These uses may also extend to other floors. Places of entertainment, indoor sports facilities and hotels may also be permitted. Office uses and ancillary residential uses may be provided on the ground floor and above the ground floor.
- b) The size and location of uses shall be determined through the *development* process and regulated by the implementing zoning.

12.5.2 Building Heights

- a) Buildings within the Urban Core designation shall be a minimum of eight storeys in height and a maximum of 12 storeys in height.
- b) Additional building height may be considered in accordance with the applicable bonusing policies in this Plan.

12.5.3 Parking

- a) Underground and/or structured parking shall be encouraged.
- b) Surface parking should not be permitted between buildings and the adjoining streets. However, consideration may be given to limited surface parking within these areas for the purpose of visitor or commercial parking.

13. COMMERCIAL

The Town has a range of locations designated and developed for concentrations of retail and service commercial uses. In general terms, these locations are sufficient in number, size and location to serve the existing and future population of Oakville. The policies of this Plan establish four commercial designations that recognize the form of *development* and the general function of commercial areas. While this Plan sets out the form and function in a hierarchical format, the application of the policies is intended to be general and the primary goal of the commercial policies is to ensure that an adequate range and variety of goods and services is available to the Town's residents.

13.1 General

- 13.1.1 The Town shall maintain a variety of commercial areas to provide a broad range of retail goods and services. The commercial areas are to be distributed throughout the Town to serve the needs of residents and shoppers.
- 13.1.2 The *intensification* and redevelopment of existing commercial centres is intended to be the primary means of accommodating additional retail uses to meet future growth needs. The Town may require a market impact study to support additional commercial *development*.
- 13.1.3 The Core Commercial and Central Business District areas shall be considered Major Commercial Areas as shown on Schedule A1.
- 13.1.4 Impacts from Commercial uses on surrounding residential communities shall be mitigated through a variety of measures, which will be implemented through zoning provisions and site plan design.
- 13.1.5 Drive-through facilities shall be considered service commercial uses and may be permitted where service commercial uses are permitted within the Commercial designations unless otherwise not permitted by specific policies in this Plan.

13.2 Central Business District

The Central Business District is intended to serve as a downtown centre with a main street function and, at the same time, provide community shopping facilities for the surrounding communities. The Central Business District should accommodate retail and service commercial *intensification* where consistent with the design objectives of this Plan. The mix of permitted uses is intended to maintain the viability and vitality of the downtown.

13.2.1 Permitted Uses

Uses in the Central Business District may include a range of retail and service commercial uses, including restaurants, appropriate to a main street, pedestrian-oriented function. Offices, hotels and public halls, places of entertainment, indoor

sports facilities and similar functions may also be permitted. Residential uses may also be permitted and are encouraged in forms and at locations that support the primary function of the area.

13.2.2 Drive-through facilities proposed within the Central Business District will require an amendment to this Plan and the Town's Zoning By-law and be subject to the following:

- a) justification for the proposed *development* that establishes how it conforms to the Official Plan;
- b) demonstration that the *development* of a drive-through facility does not preclude the planned function and *intensification* for a site;
- c) conformity with the urban design policies in section 6;
- d) the Town's Drive-through Urban Design Guidelines; and,
- e) 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.

13.2.3 In the Central Business District, the minimum building height shall be two storeys and the maximum building height shall be four storeys.

13.2.4 Parking

- a) Parking facilities will be located in central parking lots. Such parking facilities, if uncovered, will be adequately landscaped. It is intended that such facilities be integrated with building structures and/or provide convenient pedestrian connections to shopping areas.
- b) Commercial uses within the Central Business District in Downtown Oakville shall be exempt from parking requirements.

13.2.5 Traffic generated by the Central Business District will be directed away from adjacent residential neighbourhoods. Measures to discourage through traffic, minimize road speeds and control parking will be investigated as a Town-led initiative and will be reviewed as part of any proposal for substantial *development* within the Central Business District.

- 13.2.6 Existing residential uses should be provided with maximum privacy for private living spaces as well as adequate mitigation of impacts from commercial uses.
- 13.2.7 The *development* of residential uses shall be evaluated in accordance with the criteria set out in section 11.1.9.
- 13.2.8 Motor vehicle related uses, including motor vehicle sales and motor vehicle service stations, shall not be permitted.
- 13.2.9 The uses listed in sections 11.1.6 and 11.1.7 may also be permitted in the Central Business District designation.

13.3 Core Commercial

Lands designated as Core Commercial provide major concentrations of commercial facilities serving the broader regional community. These areas are to be located at the intersection of major arterial roads with proximity to highway access.

13.3.1 Permitted Uses

Permitted uses may include a range of retail and service commercial uses including restaurants, food stores and motor vehicle service stations. Large format retail uses, retail warehouses, places of entertainment and indoor sports facilities may also be permitted. Offices and motor vehicle repair facilities may be permitted provided they serve a secondary function within the Core Commercial designation and are small in scale.

- 13.3.2 The size and location of uses within the Core Commercial designation shall be regulated by the implementing zoning.
- 13.3.3 The retail and service commercial uses within the Core Commercial designation are to be accommodated within an enclosed shopping mall, large freestanding buildings or through groupings of buildings. These areas shall be developed in a nodal configuration to minimize traffic impacts on adjacent uses.
- 13.3.4 Core Commercial areas should be developed with integrated access, parking and loading as well as common landscaping and design features.

13.4 Community Commercial

Lands designated Community Commercial are intended to provide a variety of retail and service commercial uses primarily servicing the local surrounding community. Community Commercial areas are to be located at the intersection of two arterial roads or at the intersection of an arterial road and a collector road.

13.4.1 Permitted Uses

Permitted uses may include a range of retail and service commercial uses including restaurants, food stores and motor vehicle service stations. Places of entertainment and indoor sports facilities may also be permitted. Offices may be permitted provided they serve a secondary function and are small in scale.

13.4.2 The size and location of uses within the Community Commercial designation shall be regulated by the implementing zoning.

13.4.3 Community Commercial areas shall be developed in a nodal configuration and are encouraged to provide and maintain a food store as part of the node.

13.4.4 These areas are to be accessible to the community to be served and provide safe pedestrian access.

13.4.5 *Development* within the Community Commercial designation shall be provided as a grouping of retail and service commercial uses occupying a single site and/or functioning as a single site with shared access, design, parking and landscaping.

13.4.6 Proposed site-specific official plan amendments affecting lands within the Community Commercial designation shall be subject to the policies of sections 28.1 and 28.2 of this Plan. Submissions must also demonstrate that:

- a) The planned commercial function of the site will be maintained; and,
- b) The proposed *development* is *transit-supportive*.

13.5 Neighbourhood Commercial

Neighbourhood Commercial areas are intended to provide for a range of retail and service commercial uses primarily to service local convenience needs of the adjacent neighbourhoods. Neighbourhood Commercial areas are to be located on collector roads or at the intersection of a collector road and an arterial road with accessibility to the local neighbourhood.

13.5.1 Permitted Uses

Permitted uses may include a range of retail and service commercial uses including restaurants, food stores, and indoor sports facilities. Only existing motor vehicle service stations are permitted. Residential uses above ground floor retail and service commercial uses may also be permitted. Offices may be permitted provided they serve a secondary function within the Neighbourhood Commercial designation and are small in scale.

- 13.5.2 Retail and service commercial uses on sites designated Neighbourhood Commercial areas should not exceed a maximum of approximately 2,500 square metres in total floor area.
- 13.5.3 *Development* should consist of a small grouping of retail and service commercial uses in one or more buildings. The maximum building height shall be two storeys.
- 13.5.4 Drive-through facilities may be permitted within the Neighbourhood Commercial designation where they are in conformity with the urban design policies in section 6 and the Town's Drive-through Urban Design Guidelines. The Town shall ensure that the design and function of the facility:
- a) does not change the *character* of the existing and planned streetscape;
 - b) maintains the scale of the urban environment; and,
 - c) does not compromise the safe and efficient movement of pedestrians and cyclists.

14. EMPLOYMENT

Employment Areas are intended to provide industrial, business and office activities, which will be the major source of employment opportunities in the Town. The *Employment Areas* permit a wide range of business and economic activities and are defined by four specific Employment land use designations: Office Employment, Business Employment, Industrial and Business Commercial. The Employment land use designations provide for *compatible* uses in appropriate locations with a variety of form, scale, and intensity of *development*. The Business Commercial designation is primarily to provide service commercial uses for the surrounding *Employment Areas* or for the travelling public.

14.1 General

- 14.1.1 It is anticipated that all of the lands designated for employment purposes will be needed to make the Town a balanced and *complete community*.
- 14.1.2 It is a key policy of this Plan to provide a balance of population and employment in the Town in order to maximize the opportunity for residents to work in Oakville, to maintain a healthy tax base, and to achieve the goal of a balanced and *complete community*. The Town will monitor the rate of employment growth and the utilization of employment lands to ensure that sufficient employment land is designated to meet these objectives.
- 14.1.3 The Town will encourage the *development* of *Employment Areas* with *transit-supportive*, compact built form and minimized surface parking areas. All *development* shall be at a scale *compatible* with adjacent uses. Height and built form shall be regulated through the implementing zoning.
- 14.1.4 Buffering and landscaping shall be required to ensure visual and physical separation between employment uses and adjacent uses.
- 14.1.5 The Town shall place a priority on the early provision of services to employment lands to ensure that *development* opportunities exist to meet projected demand.
- 14.1.6 *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.
- 14.1.7 The *intensification* of employment uses is encouraged throughout the Town and in particular should be directed to the Employment Mixed Use Corridor and lands with access to *transit priority corridors* and active transportation routes as identified on Schedule A1, Urban Structure.
- 14.1.8 New *major office* buildings shall primarily be developed within Midtown Oakville, *major transit station areas* and *strategic growth areas* with existing or planned *frequent transit* service. Other locations providing high visibility and excellent

accessibility adjacent to highway corridors and *Regional transit priority corridors* may also be considered.

- 14.1.9 *Sensitive land uses*, if proposed within an *Employment Area*, shall require the completion of a land use compatibility assessment to ensure that the use is appropriate and the location and design of the use can minimize and mitigate any adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.
- 14.1.10 Drive-through facilities shall be considered service commercial uses and may be permitted where service commercial uses are permitted within the *Employment* designations unless otherwise not permitted by specific policies of this Plan.

14.2 Conversion of Employment Areas

- 14.2.1 It is the policy of the Town to protect and preserve *Employment Areas*.
- 14.2.2 *Employment Areas* are defined by this Plan as all lands designated for employment uses under section 14.
- 14.2.3 The conversion of lands within *Employment Areas* to non-employment uses shall only be permitted through a *municipal comprehensive review* completed by Halton Region.

14.3 Office Employment

Office Employment areas are intended to provide primarily for *major office* uses in a *transit-supportive* and pedestrian-oriented environment with a range of employment-supportive amenities.

14.3.1 Permitted Uses

Uses permitted within the Office Employment designation may include *major offices* and offices, hotels, public halls, light industrial uses and training facilities and commercial schools. Limited convenience retail, accessory retail and service commercial uses, including restaurants, may be permitted in conjunction with the permitted uses.

- 14.3.2 Uses permitted in the Office Employment designation shall be within enclosed buildings. No outside storage or processing shall be permitted.

14.4 Business Employment

Business Employment areas are intended to provide for a wide range of business and industrial uses. The uses in the Business Employment areas are intended to be predominantly within enclosed buildings and provide for office uses and light and service industrial operations with minimal impacts on the surrounding areas.

14.4.1 Permitted Uses

- a) Uses permitted within the Business Employment designation may include offices and light industrial uses such as manufacturing, assembling, processing, fabricating, repairing, warehousing and wholesaling. Hotels, public halls, indoor sports facilities, and training facilities and commercial schools may also be permitted.
- b) Existing *major office* shall be permitted and new *major office* may be considered at locations providing high visibility and excellent accessibility adjacent to highway corridors and *Regional transit priority corridors*.
- c) Existing service commercial uses, limited to restaurants, financial institutions and drive-through facilities, are permitted.
- d) New service commercial uses, limited to restaurants, financial institutions and drive-through facilities, may also be permitted on the same lot as uses listed in subsection a), above.
- e) Motor vehicle related uses may also be permitted on the lands designated Business Employment in the following areas:
 - i) between Bronte Creek and Kerr Street, south of the QEW;
 - ii) on North Service Road West, between Third Line and McCraney Creek;
 - iii) between Iroquois Shore Road (including the proposed extension) and North Service Road, west of Invicta Drive;
 - iv) east of Chartwell Road, between the QEW and the railway; and,
 - v) between Ford Drive, Royal Windsor Drive, Winston Churchill Boulevard and the railway spur line.
- f) Existing motor vehicle related uses are permitted on the lands designated Business Employment south of Speers Road and west of Third Line.

14.4.2 Accessory uses may be permitted in conjunction with permitted light industrial uses. Accessory retail uses shall be on the same lot and clearly subordinate, and directly related, to the functioning of the permitted use.

14.4.3 Business Employment uses shall occur primarily within enclosed buildings.

14.4.4 Limited outdoor storage and display areas shall be adequately screened and may be permitted through the implementing zoning.

14.4.5 Outdoor storage uses shall not be permitted on lands designated Business Employment that abut residential uses.

14.5 Industrial

Industrial areas are intended to provide for heavy industrial operations and are limited to well screened, highly accessible locations.

14.5.1 Permitted Uses

- a) Uses permitted within the Industrial designation may include light industrial, heavy industrial operations such as manufacturing, assembling, processing, fabricating, refining, repairing, warehousing, and wholesaling. Outdoor storage may be permitted. Training facilities and commercial schools, where they are related to and supportive of an Industrial use may be permitted. A waste processing station, waste transfer station and transportation terminal may also be permitted.
- b) *Major offices* and offices may also be permitted on the lands designated Industrial within 500 m of the Bronte GO Station.
- c) Offices may also be permitted on the lands designated Industrial within Bristol Circle.
- d) Motor vehicle related uses may also be permitted on the lands designated Industrial in the following areas:
 - i) between Bronte Creek and Kerr Street, south of the QEW; and,
 - ii) between Ford Drive and Winston Churchill Boulevard, south of the railway.

14.5.2 Outdoor storage and display areas should not be visible from lands designated residential or open space, or from major collector and arterial roads.

14.5.3 Industrial areas may include direct access to a transportation terminal and railway spur line.

14.5.4 Accessory uses may be permitted in conjunction with permitted Industrial uses. Accessory retail uses shall be on the same lot and clearly subordinate, and directly related, to the functioning of the permitted use.

14.6 Business Commercial

Business Commercial areas provide for service commercial and convenience retail uses to support the surrounding *Employment Areas* and the travelling public.

14.6.1 Permitted Uses

Uses permitted in the Business Commercial designation may include limited retail and service commercial uses, including restaurants, motor vehicle related uses, hotels, public halls, offices, indoor sports facilities, places of entertainment, and training facilities and commercial schools.

14.6.2 The type and size of uses within the Business Commercial designation shall be regulated by the implementing zoning.

14.6.3 Retail and service commercial uses on sites designated Business Commercial should not exceed a maximum of approximately 2,500 square metres in total floor area.

14.6.4 Outdoor storage and display areas will be restricted through implementing zoning.

14.6.5 The Business Commercial designation shall apply to sites within *Employment Areas* that have historically served an employment-supportive, primarily service commercial, function, as well as sites at the periphery of new or developing *Employment Areas*.

14.6.6 The designation of a new Business Commercial site should only be considered through a *required comprehensive Official Plan review*, subject to the following criteria:

- a) The site is located at the intersection of two arterial roads within an *Employment Area*.
- b) Retail and service commercial uses shall not exceed 2,500 square metres in total floor area;
- c) The Business Commercial designation would not limit the *development* of the surrounding *Employment Area*; and,
- d) The Business Commercial designation is needed to support the broader *Employment Area*.

14.6.7 Severances to create new lots within the Business Commercial designation are discouraged.

15. INSTITUTIONAL

The Institutional land use designation is intended to provide sufficient lands for large scale institutional and *educational facilities* that serve Town-wide and/or Region-wide functions.

15.1 General

15.1.1 Permitted Uses

Uses permitted within the Institutional designation may include *educational facilities* with residential accommodations, colleges and universities, health care facilities and hospitals with ancillary uses, *places of worship* on sites greater than 2.5 hectares, government and cultural facilities, and residential accommodations associated with institutional uses.

15.1.2 The following criteria shall apply when considering new areas to be designated Institutional:

- a) the *development* shall be located on a site with sufficient land to provide for adequate buffering, landscaping, drop-off and parking and other associated facilities;
- b) the site shall have access to an arterial or Regional road; and,
- c) the site should have access to public transit and pedestrian linkages.

15.1.3 Institutional uses in Residential Areas shall be designed to ensure that they are *compatible* with adjacent land uses and are of a high quality design and conform to the urban design policies in section 6.

15.1.4 In addition to dedicated institutional uses, additional institutional *development* should be directed to Midtown Oakville, *major transit station areas* and along *higher order transit* corridors.

16. NATURAL AREA

Oakville's rivers and streams, forests and natural areas will be protected and accessible for residents to enjoy their beauty. The purpose of the Natural Area designation is for the long-term preservation of natural features and functions. Therefore the diversity and connectivity of natural features in creating a system, and the long-term ecological function and biodiversity of natural heritage features, should be maintained, restored or, where possible, improved, recognizing links or corridors between and among natural heritage features and areas, surface water features and groundwater features. The features may also have some passive recreational amenity for paths, trails, and education, and contribute to a continuous open space system.

16.1 General

16.1.1 Permitted Uses

- a) The following uses may be permitted within the Natural Area designation, subject to applicable Conservation Authority policies:
 - i) legally existing uses, buildings and structures including existing agricultural uses;
 - ii) fish, *wildlife* and conservation management including forestry management;
 - iii) essential public works including transportation, *utility*, watershed management, and *flood* and *erosion* control facilities; and,
 - iv) passive recreation features such as trails, walkways, and bicycle paths.
- b) Where planning applications to establish or expand a permitted use are not subject to the *Environmental Assessment Act*, an environmental impact statement (EIS) shall be required, to the satisfaction of the Town, to establish that the use will not negatively impact the natural features or ecological functions contained within the Natural Area designation.

16.1.2 Lands designated Natural Area may contain one or more of the following natural features together with required buffers:

- a) significant habitat of endangered species and threatened species;
- b) wetlands;
- c) woodlands;
- d) valleylands;
- e) significant *wildlife* habitat;

- f) Environmentally Sensitive Areas;
 - g) areas of natural and scientific interest;
 - h) fish habitat; or,
 - i) natural corridors.
- 16.1.3 Schedule B, Natural Features and Hazard Lands, indicates the general locations of the known natural features which are located within the Natural Area designation. Schedule B may be updated by an official plan amendment as additional features are identified.
- 16.1.4 Lands designated Natural Areas where no *development* is permitted shall be zoned to prohibit the erection, location or use of any buildings or structures other than those which legally exist.
- 16.1.5 Existing agricultural activities may be permitted on lands adjacent to a Natural Area designation or a natural feature without an EIS.
- 16.1.6 Significant Habitat of Endangered Species and Threatened Species
- a) *Development* and site alteration shall not be permitted in the significant habitat of endangered or threatened species.
 - b) *Development* proposed on lands within 120 metres of a significant habitat of endangered species and threatened species shall require a satisfactory EIS to demonstrate that there will be no negative impact on the significant habitat of endangered species and threatened species or its ecological function.
 - c) The Town will work with the Conservation Authorities to implement the recommendations of any approved and final Recovery Strategies document regarding endangered and threatened species.
- 16.1.7 Wetlands
- a) *Development* and site alteration shall not be permitted within provincially, regionally or locally significant wetlands or within the required buffer width, which should be a minimum of 30 metres measured from the boundary of the wetland.
 - b) The final width of the required buffer shall be established through an approved EIS or an approved subwatershed study. A greater buffer width may be required as a result of environmental impacts evaluated by the EIS or subwatershed study. Reduced buffers may only be considered by the Town based upon the existing context and the sensitivity of the wetland.

- c) Unless otherwise directed by the Conservation Authority, *development* proposed on lands within 120 metres of an individual wetland area, or on lands connecting individual wetland areas within a wetland complex, which was not considered during a subwatershed study, shall require a satisfactory EIS. Where *development* is proposed on lands within 120 metres of an individual wetland area, or on lands connecting individual wetland areas within a wetland complex, and a subwatershed study has been completed, the Town and Conservation Authority may require a site-specific EIS to demonstrate no negative impact to the features or ecological functions of the wetland.

16.1.8 Woodlands

- a) *Development* or site alteration shall not be permitted within regionally significant woodlands or within the required buffer width, which should be a minimum of 10 metres measured from the drip line of the woodland.
- b) The final width of the required buffer shall be established through an approved EIS or an approved subwatershed study. A greater buffer width may be required as a result of environmental impacts evaluated by the EIS or subwatershed study. Reduced buffers may only be considered by the Town based upon the existing context and the sensitivity of the woodland.
- c) Unless otherwise directed by the Conservation Authority, *development* proposed on lands within 120 metres of a significant woodland shall require a satisfactory EIS to demonstrate that there will be no negative impact on the woodland or its ecological function.
- d) The Town will pursue forest certification for Town-owned and/or managed woodlands.

16.1.9 Valleylands

- a) Valleylands include lands within a defined setback from the limit of the valleyland as identified in subsections b) and c), and all lands within a valley, from *stable top-of-bank* to *stable top-of-bank* as determined through a geotechnical study completed to the satisfaction of the Town and Conservation Authority.
- b) The valleylands shown on Schedule B, which are subject to the policies of this section are:
 - i) the major valleys and tributaries known as:
 - Bronte Creek
 - Sixteen Mile Creek

- ii) the minor valleys and tributaries known as:
 - Fourteen Mile Creek
 - Glen Oak Creek
 - Joshua's Creek
 - McCraney Creek
 - Morrison Creek
 - West Morrison Creek
 - Munn's Creek
 - Osenego Creek
 - Shannon's Creek
 - Sheldon Creek
 - Sheridan Creek
 - Taplow Creek
 - Wedgewood Creek
 - Clearview Creek
 - Falgarwood Creek
- c) *Development* or site alteration shall not be permitted within the valley or within 15 metres of the *stable top-of-bank* of major valleys and tributaries, and 7.5 metres of the *stable top-of-bank* of minor valleys and tributaries, except for *compatible* permitted recreational uses, essential public works and *utilities* subject to the requirements of this Plan. Greater setbacks may be required as a result of environmental impacts evaluated through an approved EIS.
- d) Where feasible, the lands below the *stable top-of-bank* shall be maintained in a natural state. In cases where these lands have been impacted by agriculture or urban uses, the applicant may be required to rehabilitate and revegetate the valleylands, to the satisfaction of the Town and Conservation Authority, as a condition of *development* approval.
- e) No *development*, alterations to *watercourses*, or filling, except where permitted by the Conservation Authority, shall be permitted within the valleylands.

- f) Unless otherwise directed by the Conservation Authority, all *development* on lands within 120 metres of a major valley or directly abutting the top of bank of a minor valley must demonstrate through an EIS that *erosion* and any adverse impacts to water quality, slope stability, *wildlife* habitat, existing vegetation and drainage shall be minimized and existing valley slopes shall not be disturbed.
- g) Geotechnical studies to establish the limit of the *stable top-of-bank*, as required by subsection a), may also be required to provide recommendations to ensure long-term slope integrity, to the satisfaction of the Town and Conservation Authority. However, the setbacks shall not be less than those established in subsection c).
- h) Notwithstanding subsection a), the Town, in consultation with Conservation Halton, may undertake a comprehensive geotechnical study within the Downtown and Midtown Oakville Growth Areas to determine whether modification to the setbacks from Sixteen Mile Creek valley in these areas is appropriate and/or warranted given the location of existing *development* within and immediately adjacent to the valleylands.

16.1.10 Significant Wildlife Habitat

- a) *Development* or site alteration shall not be permitted in significant *wildlife* habitat.
- b) Unless otherwise directed by the Conservation Authority, *development* proposed on land within 120 metres of significant *wildlife* habitat shall require a satisfactory EIS to demonstrate that there will be no negative impact on the significant *wildlife* habitat features or functions.

16.1.11 Environmentally Sensitive Areas

- a) Environmentally Sensitive Areas (ESA) are identified by the Region as lands that meet one or more of the ESA criteria set out in the Region's Official Plan.
- b) *Development* and site alteration within, or adjacent to, an ESA shall be restricted in accordance with the *development* policies established in the Region's Official Plan.

16.1.12 Areas of Natural and Scientific Interest

- a) Areas of Natural and Scientific Interest (ANSI) are defined as lands that contain natural landscapes or features which have been identified as having values related to natural heritage protection, scientific study, or education and contain representative earth science and/or natural processes.
- b) *Development* and site alteration shall not be permitted in a provincially or regionally significant ANSI unless it has been demonstrated through an EIS that such *development* will not have a negative impact on the feature or its ecological function.

- c) Unless otherwise directed by the Conservation Authority, *development* proposed on lands within 50 metres of an earth science ANSI, or within 120 metres of a life science ANSI, shall require a satisfactory EIS to demonstrate that there will be no negative impact on the ANSI or its ecological function.

16.1.13 Fish Habitat

- a) *Development* and site alteration shall not be permitted in fish habitat or within the required buffer width, except in accordance with Provincial and Federal requirements. The buffer should be a minimum of 30 metres for coldwater creeks and 15 metres for warmwater creeks, measured from the edge of the bankfull channel or meander belt allowance.
- b) The final width of the required buffer shall be established through an approved EIS or an approved subwatershed study. A greater buffer width may be required as a result of environmental impacts evaluated by the EIS or subwatershed study. Reduced setbacks may only be considered by the Town based upon the existing urban context and the sensitivity of the fish habitat.
- c) Unless otherwise directed by the Conservation Authority, *development* proposed on lands within 120 metres of fish habitat, shall require a satisfactory EIS to demonstrate that there will be no negative impact on the fish habitat or its ecological function.
- d) Where possible based on the surrounding land use context, the Town encourages the investigation of opportunities to daylight creeks that have been buried underground.

16.1.14 Natural Corridors

Development proposed on lands abutting a natural corridor may be required, based on the significance of the natural corridor and existing *development*, to submit an EIS to demonstrate that there will be no negative impact on the natural corridor or its ecological function.

16.1.15 Boundaries and Applications for Redesignation

- a) The specific boundaries of the Natural Area including appropriate buffers of any natural features shall be identified through an EIS, or on a site by site basis at the time of planning application through consultation with the Conservation Authority.
- b) An application to redesignate a Natural Area shall include a study to justify why the area does not meet the criteria for identification.

17. OPEN SPACE

Open space lands are a valuable resource to the community and contribute to the quality of life in Oakville. These lands shall provide for an open space system of parks and trails, and for a variety of recreational activity while having regard for the Town's natural areas.

17.1 General

17.1.1 The open space system consists of three land use designations that delineate areas of different function and permit varying intensity of use:

- a) The Parks and Open Space designation includes areas that provide public parkland and associated facilities.
- b) Waterfront Open Space includes lands in public and private ownership that provide for environmental protection of the Lake Ontario shoreline. The public portion of these lands may also provide recreational opportunities.
- c) Private Open Space includes lands in private ownership that provide recreational opportunities in addition to the Parks and Open Space lands.

17.1.2 The Town's open space system shall consist of parkettes, squares, community parks, neighbourhood parks, tableland woodlot parks, community link parks, major valley parks and minor valley parks. The function of each park type is defined through the Parks, Recreation, Culture and Library Master Plan and related programs.

17.1.3 The Town shall provide for the overall allocation, design, and management of the open space system through the Parks, Recreation, Culture and Library Master Plan and related programs.

17.2 Parks and Open Space

17.2.1 Permitted Uses

Uses permitted within the Parks and Open Space designation may include: parks, parkettes, squares and open space linkages; active or passive indoor and outdoor recreational uses; trails; cultural heritage uses; cemeteries; conservation uses including fish, *wildlife* and forest management; essential public works including transportation, *utility*, watershed management and *flood* and *erosion hazard* control facilities; and, legally existing uses, buildings and structures.

17.3 Waterfront Open Space

17.3.1 Permitted Uses

Uses permitted within the Waterfront Open Space designation may include: parks, parkettes, squares and open space linkages; active or passive outdoor recreational uses; minor structures related to recreational uses; trails; cultural heritage uses; conservation uses including fish, *wildlife* and forest management; essential public works including transportation, *utility*, watershed management and *flood* and *erosion hazard* control facilities; harbours; and, legally existing uses, buildings and structures.

17.3.2 Lands designated Waterfront Open Space shall generally form a continuous band of public and private lands along the Lake Ontario waterfront including:

- a) natural features and *hazard lands* identified on Schedule B; and,
- b) lands back from the *stable top-of-bank* a minimum width of 15 metres.

17.3.3 The delineation and regulation of *hazard lands*, including the *long-term stable top-of-bank*, is administered by the Conservation Authorities through the *Conservation Authorities Act* and their individual regulations as well as through the *hazard lands* policies in Part C of this Plan.

17.3.4 The Town shall seek public ownership of portions of privately owned lands designated Waterfront Open Space through the land acquisition policies in Part F of this Plan.

17.3.5 The Town may develop public lands designated Waterfront Open Space for purposes of achieving a continuous linear waterfront open space system along Lake Ontario.

17.3.6 Harbours

- a) On the harbour lands within the Town, the following additional uses may be permitted:
 - i) specialized commercial and community uses serving the harbour and its users, including marine storage and service; and,
 - ii) marine and harbour facilities.
- b) All uses permitted on the harbour lands shall be subject to Conservation Authority regulations and policies.
- c) Harbour lands within the Town shall consist of Oakville Harbour at the mouth of Sixteen Mile Creek and Bronte Harbour at the mouth of Bronte Creek, as shown on the accompanying schedules.
- d) Harbour lands within the Town shall be designated Waterfront Open Space.

- e) Master plans shall be prepared for the Oakville and Bronte Harbours that consider, among other concerns and requirements:
 - i) compatibility with surrounding land uses;
 - ii) pedestrian connectivity and walkability;
 - iii) impacts on public safety and recreational opportunities;
 - iv) impacts on the natural environment;
 - v) landscaping and screening;
 - vi) transportation system impacts including parking;
 - vii) harbour operations including boat storage; and,
 - viii) impacts on servicing and other *infrastructure* requirements.
- f) In the case of Bronte Harbour, the Region, in cooperation with the Town and Conservation Halton, shall conduct the master planning process.

17.4 Private Open Space

17.4.1 Permitted Uses

Uses permitted within the Private Open Space designation may include: legally existing golf courses; legally existing recreational facilities; trails; existing cemeteries; conservation uses including fish, *wildlife* and forest management; and, essential public works including transportation, *utility*, watershed management and *flood* and *erosion hazard* control facilities.

17.4.2 Lands designated Private Open Space are not intended for public use.

18. UTILITY

The Utility designation is primarily applied to lands used for larger above ground physical services and reservoirs.

18.1 General

18.1.1 Permitted Uses

Uses permitted within the Utility designation may include pumping stations, water and sewage treatment plants, electrical transformer and distributing stations, reservoirs, *cogeneration facilities* less than 25 MW and other *power generation facilities* less than 5 MW.

18.1.2 New *cogeneration facilities* less than 25 MW and new other *power generation facilities* less than 5 MW, as well as any changes to existing *power generation facilities* will require review by the Town through rezoning to determine appropriate land use compatibility. An official plan amendment shall be required for *cogeneration facilities* greater than or equal to 25 MW and other *power generation facilities* greater than or equal to 5 MW in accordance with the provisions of this Plan.

18.1.3 *Development* on lands designated Utility shall be in accordance with Provincial and Regional requirements and approvals.

18.1.4 *Development* on lands designated Utility shall incorporate appropriate buffers and setbacks.

19. PARKWAY BELT WEST

The Parkway Belt West Plan, 1978, applies to lands designated as Parkway Belt West on the accompanying schedules.

19.1 General

19.1.1 The policies within the Parkway Belt West Plan, 1978, shall govern the use of land within the Parkway Belt West designations on the accompanying schedules.

19.1.2 Any *development* within Bronte Creek Provincial Park is subject to the policies of the Parkway Belt West Plan and the provisions of the *Provincial Parks Act*. Lands adjacent to Bronte Creek Provincial Park shall be planned and developed in consultation with the Province.

19.1.3 The Town will encourage the Province to continue to remove lands subject to the Parkway Belt West Plan from its jurisdiction. Any such lands will then be under the jurisdiction of the Town and this Plan, unless superseded by another Provincial plan.

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

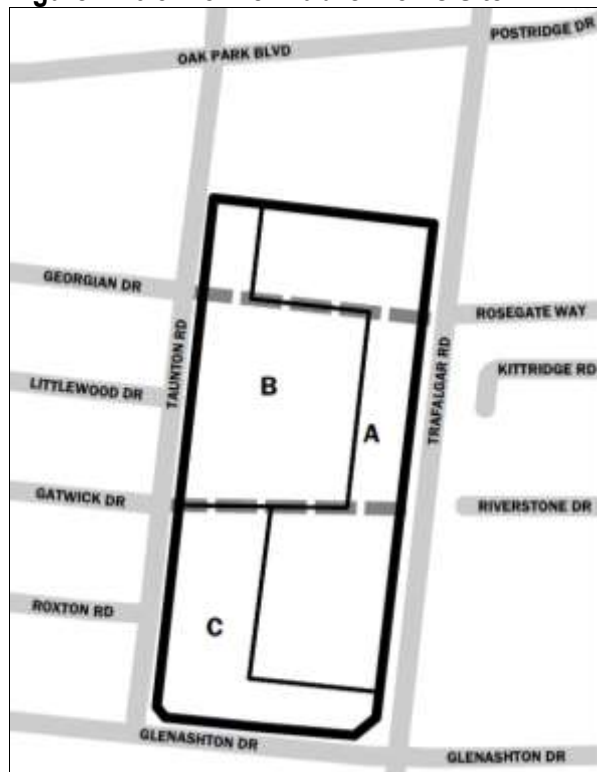
The following additional policies apply to certain lands on Schedule M1, Uptown Core Land Use, and Schedule M2, Uptown Core Building Heights.

- 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.

28. IMPLEMENTATION

The Implementation section of this Plan provides a description of the tools that the Town can use to implement its Official Plan. Basic planning tools, including zoning by-laws and subdivision control, along with more specialized planning tools and mechanisms, such as holding by-laws, bonus by-laws and *community improvement plans*, will ensure that the Town can achieve its mission statement and guiding principles. Policies for non-conforming uses, required studies, monitoring and review are established in this section.

28.1 Official Plan

- 28.1.1 The Town may make amendments to this Plan at any time, or revise it and/or incorporate new objectives, policies and land use designations.
- 28.1.2 *A municipal comprehensive review shall be required for the redesignation of an Employment Area to a designation that permits non-employment uses. For greater clarity, this policy also applies to areas that fall within the Employment Area overlay on Map 1 of the Halton Region Official Plan.*
- 28.1.3 *A municipal comprehensive review shall be required for:*
- a) *the identification of new strategic growth areas;*
 - b) *significant changes to the boundaries of existing strategic growth areas.*
- 28.1.4 *A required comprehensive Official Plan review is the only time when the Town shall consider modifications to the Major Commercial Area element as shown on Schedule A1, Urban Structure.*
- 28.1.5 *Urban structure elements as shown on Schedule A1, Urban Structure are not intended to be land use designations, and are not intended to grant development rights or to predetermine the specific land uses that will be permitted on any particular parcel of land.*
- 28.1.6 *Detailed land use designations and policies for development are found in Part D, Land Use Designations and Policies and on the Land Use Schedules E through K. In the event of a conflict between the boundaries identified on Schedule A1, Urban Structure and the Land Use Schedules E through K, the Land Use Schedules E through K shall prevail.*
- 28.1.7 *At the time of the next required comprehensive Official Plan review, the Town shall consider the requirements of The Planning Act and any other relevant matters.*
- 28.1.8 *Any amendment to this Plan that would result in a significant reduction in the number of residents and jobs that could be accommodated on a site shall only be considered through a required comprehensive Official Plan review.*

28.2 Site-specific Official Plan Amendments

- 28.2.1 The Town shall evaluate site-specific amendments to this Plan within the context of the goals, objectives and policies of this Plan.
- 28.2.2 The proponent of an official plan amendment shall submit reports to the satisfaction of the Town demonstrating the rationale for the amendment in accordance with the submission requirements set out in Part F of this Plan.
- 28.2.3 Submissions must demonstrate that the proposed amendment:
- a) is consistent with the Town’s mission and guiding principles;
 - b) does not undermine the Town’s urban structure in terms of:
 - i) directing growth to identified nodes and corridors, and ensuring their timely *development* in a manner that makes effective and efficient use of existing and planned investment and achieves the planned objectives for these areas;
 - ii) protecting natural heritage systems;
 - iii) protecting waterfront open space, parks and other public open space;
 - iv) conserving *cultural heritage resources*; and,
 - v) the maintenance of the *character* of established Residential Areas, *Employment Areas* and major commercial areas;
 - c) is consistent with Provincial, Regional and Town plans for *multi-modal* transportation systems, municipal services, *infrastructure* and *public service facilities*;
 - d) does not result in adverse fiscal impacts for the Town;
 - e) is an appropriate use for the land;
 - f) is *compatible* with existing and planned surrounding land uses;
 - g) is not more appropriately considered under a *required comprehensive Official Plan review* or a *municipal comprehensive review*;
 - h) does not establish an undesirable precedent if approved;
 - i) satisfies all other applicable policies of this Plan.

28.3 Zoning By-laws

- 28.3.1 Zoning by-laws shall be used to implement the objectives and policies of this Plan by regulating the use of land, buildings or structures in accordance with the provisions of the *Planning Act* and may be more restrictive than the provisions of this Plan. It is not intended that the full range of uses or densities permitted by this Plan will be permitted by the Zoning By-law in all locations.
- 28.3.2 No zoning by-law shall be approved which would preclude meeting the minimum *intensification* target in section 4.4 or the minimum densities set out in this Plan.

28.4 Holding By-laws

- 28.4.1 The Town may, in a zoning by-law, affix a holding symbol “H” in conjunction with any zoning category to specify the future use to which lands, buildings or structures may be put once specified *development* requirements have been satisfied and the holding symbol is removed by amendment to the Zoning By-law.
- 28.4.2 A site-specific holding by-law shall be used to implement this Plan for one or more of the following reasons:
- a) to ensure that certain conditions, studies or requirements related to a proposed zoning change are met;
 - b) to achieve orderly staging of *development* or redevelopment, in accordance with municipal and Provincial policies;
 - c) to ensure that adequate *infrastructure* and community services and facilities are, or shall be, available in accordance with municipal standards;
 - d) to adopt measures to mitigate negative impacts resulting from the proximity of lands to transportation and *utility* corridors, incompatible land uses or any other source of nuisance or hazard to public health and welfare;
 - e) to satisfy policies of this Plan related to heritage conservation, site plan control, potentially *contaminated* sites, protection of the natural environment, community improvement and any other planning matters determined to be relevant to the *development* of the lands;
 - f) to achieve the exchange of facilities, services or other matters set out in the bonusing policies of this Plan; and,
 - g) to ensure the execution of legal agreements, approval of subdivision plans and/or approval of necessary studies by the appropriate authorities to satisfy any of the criteria set out above.

28.5 Conditional Zoning By-laws

28.5.1 The Town may, in a zoning by-law, permit a use of land or the erection, location or use of buildings or structures subject to one or more prescribed conditions on the use, erection or location.

28.6 Interim Control By-laws

28.6.1 The Town may pass an interim control by-law in accordance with the *Planning Act* in order to restrict the use of land, buildings or structures within a defined area where *development* pressures warrant the review or study of land use policies.

28.7 Temporary Use By-laws

28.7.1 The Town may, in a zoning by-law, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited by the Zoning By-law.

28.7.2 In considering the enactment of a temporary use by-law, the Town shall be satisfied that the proposed temporary use:

- a) is in general conformity with the intent and policies of this Plan;
- b) is *compatible* with adjacent land uses;
- c) is temporary in nature, appropriate for a limited time span and can be terminated when the authorizing by-law expires;
- d) has sufficient services such as water, sewage disposal and roads; and,
- e) does not adversely impact traffic or transportation facilities in the area and provides for adequate on-site parking facilities.

28.7.3 No new buildings or expansions to buildings, except for temporary or moveable structures, shall be permitted on lands subject to a temporary use by-law.

28.8 Bonusing (Bonus By-laws)

28.8.1 *Development* standards may be incorporated into the Zoning By-law to permit increases in height and/or density of *development*, where such *development* provides public benefits above and beyond what would otherwise be required.

28.8.2 The public benefits may include but are not limited to:

- a) public transit *infrastructure*, facilities, services and improved pedestrian access to public transit;

- b) public parking;
 - c) *affordable housing* for a wide array of socio-economic groups;
 - d) conservation and preservation of *cultural heritage resources*;
 - e) protection and/or enhancement of natural features and functions;
 - f) community centres and/or facilities and improvements to such centres and/or facilities;
 - g) parkland and improvements to parks;
 - h) day care centres;
 - i) public art;
 - j) integration of office uses in mixed use *developments*;
 - k) green buildings; and,
 - l) other local improvements that contribute to the achievement of the Town's building, landscape and urban form objectives as set out in this Plan and supporting documents.
- 28.8.3 The public benefits should generally be provided in the area in which the bonusing is provided.
- 28.8.4 Bonus by-laws should only be considered where such increases can be accommodated by the existing or improved *infrastructure*. Studies supporting the increased height and/or density proposed may be required to address *infrastructure* capacity for the subject *development* as well as the impacts on the surrounding area.
- 28.8.5 Bonus by-laws shall only be considered where such increases are *compatible* with the surrounding area.
- 28.8.6 Increased height and/or density provisions enacted in the Zoning By-law as outlined above shall specify the *development* standards that would apply where increases are to be permitted in accordance with this Plan.
- 28.8.7 The Town shall require the execution of agreements for *development*, which include increased height and/or density in exchange for public benefits.
- 28.8.8 Additional bonusing policies related to individual Growth Areas are contained in Part E.

28.9 Committee of Adjustment

28.9.1 The Town shall appoint a Committee of Adjustment to consider applications in accordance with the *Planning Act*.

28.10 Legal Non-conforming Uses

28.10.1 The use of land, a building or a structure which does not conform to the Zoning By-law but which lawfully existed prior to the approval of the Zoning By-law is a legal non-conforming use. If such legal non-conforming use ceases, then the rights derived from the legal non-conforming use shall terminate.

28.10.2 It is the intention and expectation that non-conforming uses, buildings or structures shall eventually cease and be replaced by uses, buildings or structures that conform with the intent of this Plan and the Zoning By-law. In special circumstances, however, it may be appropriate to consider the extension or enlargement of non-conforming uses.

28.11 Site Plan Control

28.11.1 The entire Plan area shall be subject to site plan control and designated as a site plan control area.

28.11.2 The Town shall, by by-law, identify specific types of *development* subject to site plan control. It may also deem certain types of *development* exempt from site plan control.

28.11.3 Design guidelines may be established to assist in the preparation of site plans and the design of buildings.

28.11.4 The Town may require the owner to fulfill conditions of site plan approval and enter into an agreement or provide an agreement of undertaking with the Town relating to said conditions.

28.12 Land Acquisition and Parkland Dedication

28.12.1 The Town recognizes that public acquisition of *hazard lands*, open space lands and lands designated Natural Area improves opportunities for conservation, protection, enhancement and stewardship of natural features and the mitigation and management of *natural hazards*.

28.12.2 The Town shall require the conveyance of *hazard lands*, open space lands and lands designated Natural Area through the *development* process as permitted by the *Planning Act* and in accordance with the policies of this Plan.

28.12.3 Where public ownership cannot be achieved through conveyance, the Town may secure the long-term protection of *hazard lands*, open space lands and lands designated Natural Area through other means including easement agreements, land

exchange, long-term lease, land trusts, and land protection under the planning process among other measures that may be at its disposal.

28.12.4 Lands conveyed to the Town shall be in a condition acceptable to the Town.

28.12.5 Land conveyed to the Town shall include suitable access.

28.12.6 Natural Area Land Dedication

- a) Where lands designated Natural Area are privately owned, these policies do not imply that such land is open to the public nor is it implied that there is a commitment by the Town or any other public agency to purchase the lands.
- b) For the purpose of section 28.12.2, *development* does not include:
 - i) the construction of buildings and structures requiring only site plan approval under the *Planning Act*;
 - ii) the enlargement or modification of an existing building or structure; or,
 - iii) the replacement of an existing building or structure with another building or structure on the same lot for the same use.
- c) Notwithstanding section 28.12.2, in the case of a consent application involving lands which include a minor valley or tributary, the Town shall only seek acquisition of the minor valley or tributary if one or more of the following criteria is met:
 - i) the installation of, or access to, public works is proposed;
 - ii) the minor valley or tributary logically extends or connects to lands within the Natural Area designation which have been, or may potentially be secured by the Town; or,
 - iii) the minor valley or tributary is adjacent to and provides direct connection with the Lake Ontario shoreline.
- d) The limits of major and minor valleyland features, where they join the Lake Ontario shoreline, shall include:
 - i) the mouth of the creek, river, or stream;
 - ii) the *hazard lands* associated with the creek, river or stream and the Lake Ontario shoreline, whichever is greater; and,
 - iii) associated buffer along the hazards as determined by the Conservation Authority.

28.12.7 Waterfront Land Dedication

- a) The Town shall achieve a continuous and public linear waterfront open space system along the Lake Ontario shoreline and connect it to the Town's natural area and open space system.
- b) In cases of *development* of waterfront lands, the Town shall require the dedication or conveyance of waterfront lands for the purpose of providing parks, trails and other recreational opportunities in addition to protecting natural features and *hazard lands*.
- c) The amount of waterfront land required to be dedicated or conveyed shall be:
 - i) all lands below the *stable top-of-bank*; and,
 - ii) a minimum width of 15 metres back from the *stable top-of-bank*.
- d) For the purpose of section 28.12.7 b), *development* of waterfront land does not include:
 - i) the construction of buildings and structures requiring only site plan approval under the *Planning Act*;
 - ii) the enlargement or modification of an existing building or structure; or,
 - iii) the replacement of an existing building or structure with another building or structure on the same lot for the same use.
- e) Waterfront lands dedicated or conveyed to the Town below the *stable top-of-bank* shall not be considered part of a parkland conveyance in accordance with the *Planning Act* and the Town's parkland dedication by-law, as amended, and shall be conveyed at no cost.
- f) Notwithstanding section 28.12.8 e), waterfront lands dedicated or conveyed to the Town above the *stable top-of-bank* may be considered part of a parkland conveyance, up to the maximum parkland conveyance in accordance with the *Planning Act* and the Town's parkland dedication by-law, as amended, and shall be conveyed at no cost.
- g) If the amount of waterfront lands dedicated or conveyed to the Town above the *stable top-of-bank* exceeds the maximum parkland conveyance, the Town may compensate the property owner for the balance of the conveyance as follows:
 - i) Lands within the limit of identified *hazard lands* shall be compensated at the hazard land rate.

- ii) Lands outside of the limit of identified *hazard lands* shall be compensated at the rate for developable land.
- iii) If a *development* contains both waterfront lands above the *stable top-of-bank* within the limit of the identified *hazard lands*, and lands above the *stable top-of-bank* outside the limit of identified *hazard lands*, the parkland conveyance requirement shall first be applied to the lands above the *stable top-of-bank* and outside the limit of identified *hazard lands*.

28.12.8 Parkland Dedication

- a) The Town shall, through its parkland dedication by-law, require the conveyance of land to the Town for park or other public recreational purposes as a condition of *development*, consent or the subdivision of land.
- b) The conveyance of land to the Town for park or other recreational purposes shall be required in an amount up to:
 - i) 2% of the land for commercial or industrial purposes;
 - ii) 5% of the land or one hectare for each 300 dwelling units for residential purposes; and,
 - iii) 5% of the land in all other cases.
- c) Payment of money equal to the value of the land otherwise required to be conveyed for parks (cash-in-lieu) may be required. Such money shall be placed in a park reserve fund to be expended in accordance with the provisions of the *Planning Act*.
- d) Parkland dedication taken at the time of *development* or redevelopment shall be implemented by by-law which may include provisions for reductions or exemptions from parkland dedication requirements for the purposes of achieving other policy objectives of this Plan.
- e) The Town shall not accept as part of the minimum parkland conveyance:
 - i) lands designated Natural Area;
 - ii) *hazard lands*;
 - iii) lands required for drainage purposes, stormwater management or shoreline protection works;
 - iv) connecting walkways; and,
 - v) other lands unsuitable for *development* or redevelopment.

28.12.9 Heritage Conservation Easements or Acquisitions

- a) The Town may pass by-laws for entering into easements or covenants with owners of property of cultural heritage value or interest for the purposes of conservation.
- b) The Town may participate in the management of *cultural heritage resources* through acquisition, disposition, purchase, lease, donation, or other forms of involvement that will result in the sensitive conservation, restoration, and/or rehabilitation of those resources.

28.13 Plans of Subdivision, Plans of Condominium and Part Lot Control

28.13.1 The entire Plan area shall be subject to subdivision control and part lot control, pursuant to the *Planning Act*.

28.13.2 *Development in urban areas* should take place in accordance with comprehensively designed registered plans of subdivision.

28.13.3 In considering a draft plan of subdivision or condominium, the Town shall have regard for:

- a) Provincial guidelines, policies and legislation, including the criteria identified in the *Planning Act*;
- b) whether the proposed plan conforms to the policies of this Plan; and,
- c) whether the proposed plan can be provided with adequate services and facilities as required by this Plan.

28.13.4 The provisions of the *Planning Act* relating to subdivision control, including subdivision agreements, shall be used by the Town to ensure that the land use designations and policies of this Plan are complied with, and that a high standard of layout and design is maintained in all *development*. Subdivision agreements shall ensure that the provision of funds, services, facilities, and other matters are to the satisfaction of the Town, the Region and other agencies. The applicant shall be required to post security with the Town to ensure the conditions of the subdivision agreement are fulfilled.

28.13.5 The Town may, in a by-law, exempt all or parts of a registered plan of subdivision from part lot control to permit the conveyance of portions of lots or blocks. By-laws to exempt lands from part lot control shall be limited to a period of not more than 3 years.

28.14 Consents (Severances)

- 28.14.1 Consents may be permitted for the creation of a new lot, boundary adjustments, rights-of-way, easements, long-term leases and to convey additional lands to an abutting lot, provided an undersized lot is not created.
- 28.14.2 Applications for consent to create new lots may only be granted where:
- a) a plan of subdivision is not necessary;
 - b) the number of resulting lots is three or less;
 - c) the lot can be adequately serviced by water, wastewater and storm drainage facilities;
 - d) no extension, improvement or assumption of municipal services is required;
 - e) the lot will have frontage on a public street and access will not result in traffic hazards;
 - f) the lot will not restrict the ultimate *development* of adjacent lands;
 - g) the size and shape of the lot conforms with the requirements of the Zoning By-law, is appropriate to the use proposed and is *compatible* with adjacent lots; and,
 - h) the consent conforms to all relevant policies of this Plan.

28.15 Development Permits

- 28.15.1 The Town may, in a by-law, designate one or more development permit areas within the Plan area pursuant to the provisions of the *Planning Act*, subject to compliance with applicable regulations.
- 28.15.2 Upon authorization of a development permit system, the Town may implement this Plan, as it applies to the designated development permit area(s), by the use of a development permit regime independent or supplemental to its powers of implementation described in this Plan.

28.16 Community Improvement

- 28.16.1 The Town may, in a by-law, designate one or more *community improvement project areas* in accordance with the provisions of the *Planning Act*.
- 28.16.2 The designation of a *community improvement project area* shall be based on one or more of the following criteria:

- a) deficiencies in the physical *infrastructure* of the area, including water, sanitary sewers, storm sewers, roads, sidewalks, curbs, street lighting, traffic control and electrical facilities;
- b) deficiencies in the provision or design of off-street parking areas;
- c) inadequate parks, open space, landscaping and community or recreation facilities;
- d) evidence of economic decline in commercial areas, such as unstable uses or high vacancy rates;
- e) problems with incompatible land uses;
- f) buildings and structures in need of maintenance and repair;
- g) need to improve streetscape amenities on public and/or private property;
- h) need for heritage resource conservation;
- i) opportunities for infilling and *development* of under-utilized sites; and,
- j) existing or probable soil or water contamination.

28.16.3 A *community improvement plan* may be prepared, adopted and implemented to guide the following within each *community improvement project area*:

- a) upgrades to existing municipal infrastructure and services for the purpose of stimulating private investment;
- b) the construction, repair, rehabilitation or improvement of buildings and structures;
- c) the acquisition, holding, clearing, grading or preparation of land for *community improvement*;
- d) the sale, lease or transfer of municipal lands and buildings; and,
- e) the provision of grants, loans or tax assistance for *community improvement* activities such as the cost of rehabilitating lands and buildings.

28.16.4 The Town may, in a by-law, dissolve a *community improvement project area* where it is satisfied that the *community improvement plan* has been carried out.

28.17 Maintenance and Occupancy Standards

28.17.1 The Town shall prescribe maintenance standards and conditions of occupancy for all types of property through a property standards by-law enacted in accordance with the provisions of the *Building Code Act*.

28.17.2 The Town shall encourage the:

- a) maintenance of existing sound properties;
- b) improvement of the quality of properties that have deteriorated; and,
- c) reconstruction of properties that have declined to a point where they cannot be satisfactorily and economically rehabilitated.

28.18 Demolition Control

28.18.1 The Town may enact a demolition control by-law to establish areas of demolition control in accordance with the provisions of the *Planning Act*.

28.18.2 Applications to demolish designated heritage buildings and structures shall be considered in accordance with the provisions of the *Ontario Heritage Act* and the policies of this Plan.

28.19 Pre-consultation and Complete Application Submission Requirements

28.19.1 Consultation with the Town prior to the submission of an application requiring a *Planning Act* approval is encouraged and shall be required for applications for official plan amendment, zoning by-law amendment, draft plan of subdivision, draft plan of condominium and site plan. The Region shall be encouraged to participate in the Town's pre-consultation process. Other affected agencies such as conservation authorities shall be encouraged to participate, where appropriate.

28.19.2 Mapping, drawings, reports and technical studies shall be required to support any application requiring a *Planning Act* approval. The supporting information and materials required shall be determined by the Town in consultation with the Region, other appropriate agencies and the applicant prior to the submission of the application as part of the pre-consultation process.

28.19.3 Unless an exemption is granted under section 28.19.5, the following information and materials shall be required to be submitted as part of any application for official plan amendment, zoning by-law amendment, draft plan of subdivision or draft plan of condominium, and shall be requested as applicable for other applications:

- a) Description of Site and Proposal:
 - i) aerial photograph
 - ii) survey plan
 - iii) draft plot or concept plan

- iv) draft plan of subdivision, draft plan of condominium, draft official plan amendment or draft zoning by-law amendment, as applicable
 - v) planning justification report
 - vi) neighbourhood/area concept plan
- b) Engineering Considerations:
- i) functional servicing study
 - ii) site servicing, grading and drainage plan
 - iii) stormwater management study/report
 - iv) hydrogeology, soils and/or geotechnical study
 - v) coastal engineering report
 - vi) hydraulic analysis for floodplain delineation
 - vii) *erosion* and sediment control plan
 - viii) noise and vibration study
- c) Urban Design Considerations:
- i) urban design brief
 - ii) streetscape design study
 - iii) shadow analysis
 - iv) park/open space concept plan
 - v) building elevations, in accordance with applicable urban design guidelines
 - vi) *character* impact analysis
 - vii) 3-D computer model
 - viii) landscape plan
 - ix) wind study
 - x) lighting study

- d) Environmental Considerations:
 - i) environmental site screening and *Environmental Protection Act* assessments
 - ii) environmental impact statement/study
 - iii) tree vegetation study and tree protection plan
 - iv) demarcation of the limits of natural heritage systems, wetlands, *natural hazards* and/or areas regulated by a Conservation Authority
 - v) fish habitat assessment
 - vi) air quality report
 - vii) natural features restoration plan
 - viii) sustainability checklist
 - ix) migratory bird study
- e) Transportation Considerations:
 - i) transportation impact analysis
 - ii) pedestrian circulation plan
 - iii) *transportation demand management* (TDM) strategy
 - iv) parking study
- f) Financial Considerations:
 - i) market impact study
 - ii) financial impact study
 - iii) capital impact assessment
- g) Cultural Considerations:
 - i) heritage impact assessment
 - ii) archaeological assessment
- h) Health and Safety Considerations:
 - i) risk assessment

- ii) cooling tower plume report
- 28.19.4 In addition to the requirements of section 28.19.3, the applicant shall be required to submit any other supporting information and materials that may be identified by the Town during the pre-consultation process involving the applicant as being relevant and necessary to the evaluation of the particular application.
- 28.19.5 Exemptions to the requirements of section 28.19.3 and any additional requirements pursuant to section 28.19.4, shall be determined and specified in writing by the Town during the pre-consultation process.
- 28.19.6 The following information and materials shall be required to be submitted as part of any application for consent:
- a) Environmental Considerations:
 - i) environmental site screening checklist
 - ii) tree inventory and preservation study
 - b) Engineering Considerations:
 - i) servicing drawing showing existing and proposed watermain and sanitary sewer services
- 28.19.7 The scale, scope and timing of any required reports and technical studies is dependent on the nature of the proposal, its relationship to adjacent land uses and the type of planning approval required.
- 28.19.8 All required reports and technical studies shall be prepared in accordance with any standards or specifications applicable within the Town by qualified professional consultants retained by and at the expense of the applicant. The Town shall review all reports and studies and may also require a peer review by an appropriate public agency or by a professional consultant retained by the Town at the applicant's expense.
- 28.19.9 An application for official plan amendment, zoning by-law amendment, draft plan of subdivision or draft plan of condominium shall be considered complete under the *Planning Act* only when all of the following items have been provided to the Town:
- a) an application form;
 - b) any information or materials prescribed by statute;
 - c) an executed pre-consultation agreement;

- d) any supporting information and materials required to be provided with the initial submission pursuant to sections 28.19.3, 28.19.4, 28.19.5, 28.19.7 and 28.19.8; and,
- e) the prescribed application fee(s).

28.19.10 That any studies required for the approval of *power generation facilities* in respect of this Plan, be integrated where possible in conjunction with documents prepared to meet the requirements of the applicable provincial or federal regulations and requirements undertaken in consultation with the Region of Halton.

28.20 Alternative Notice Procedures

The *Planning Act* enables the establishment of alternative notice procedures, for informing and obtaining the views of the public in respect of certain applications and proposals that require approval under the *Planning Act*. The following notice procedures may be used as an alternative to the notice procedures established by the *Planning Act*, where permitted.

- 28.20.1 A public information meeting may be hosted by the Town to inform the public of a proposed official plan amendment, zoning by-law amendment, draft plan of subdivision or draft plan of condominium.
- 28.20.2 Notice of a public information meeting shall be provided no later than 14 days prior to the date of the meeting.
- 28.20.3 At least one public meeting shall be hosted by Council to obtain input from the public with respect to a proposed official plan amendment, zoning by-law amendment, draft plan of subdivision or draft plan of condominium.
- 28.20.4 Notice regarding a proposed official plan amendment and/or zoning by-law amendment where a public information meeting is to be, or has been, held shall be given in accordance with the *Planning Act*, except where in conflict with the following policies which shall prevail:
 - a) Notice of a public meeting shall be provided no later than 14 days prior to the date of the meeting.
 - b) Notice given regarding a proposal that applies generally to the Town shall be placed in the local newspaper(s).
 - c) Notice given regarding a site-specific proposal shall be placed in the local newspaper(s) or sent by personal service, ordinary mail, e-mail or fax to every owner of land within 120 metres of the subject land.

- d) Notice given regarding a site-specific proposal shall include the erection by the applicant of notice of application signage on the lands subject to the application in accordance with Town guidelines and applicable requirements.
- e) Notice given to an organization or public body shall be sent by personal service, ordinary mail, e-mail or fax.

28.20.5 The content and effective date of any notice shall otherwise be in accordance with the applicable provisions of the *Planning Act*, or the regulations thereto.

28.21 Monitoring

28.21.1 The Town shall regularly monitor key indicators which may assist in:

- a) assessing the effectiveness and relevance of this Plan's policies;
- b) ensuring that changes in the social, economic, environmental, technological and demographic conditions are reflected in this Plan; and,
- c) revealing new emerging priorities and initiatives.

28.21.2 The need to review and revise this Plan shall be considered every five years to ensure the continued relevance of the objectives and policies. This review shall determine if:

- a) the principles, objectives and policies of this Plan remain valid and realistic in view of changing circumstances; and,
- b) the policies of this Plan are adequate to achieve the principles and objectives.

28.21.3 Amendments to this Plan shall be consolidated on a regular basis so that they can conveniently be made available to the public. Such consolidations shall be for reference purposes only.

29. INTERPRETATION

This Plan must be read in its entirety. The policies in this section provide guidance for the interpretation of the text and schedules of this Plan.

29.1 General

- 29.1.1 This Plan consists of text, tables and schedules. Appendices are not part of this Plan and are provided for descriptive purposes only.
- 29.1.2 The Town of Oakville consists of Residential Areas, *Employment Areas* and Growth Areas as identified on Schedule A1, Urban Structure.
- 29.1.3 The policies in Parts B, C, D and F of this Plan apply to the entire Plan area.
- 29.1.4 The policies in Part E apply only to the Growth Area, *Special Policy Area* or lands specified. Where a policy in Part E is in conflict with a policy elsewhere in this Plan, the policy in Part E shall prevail.
- 29.1.5 In the case of a conflict between a general policy and an area-specific policy, the area-specific policy shall prevail.
- 29.1.6 In the case of a conflict between this Plan and a Provincial plan, such as the *Parkway Belt West Plan, 1978*, or the *Greenbelt Plan, 2005*, the applicable Provincial plan shall prevail.
- 29.1.7 In the event of a conflict between this Plan and the Region of Halton Official Plan, the more restrictive provision shall apply.
- 29.1.8 Changes to the text or schedules of this Plan to correct grammatical or reference errors, punctuation, or to alter formatting, numbering or sequencing may be made without a Plan amendment, provided the general intent of this Plan is maintained.
- 29.1.9 The auxiliary verbs “may”, “should” and “shall” are used throughout this Plan in the following context:
- a) “may” means that the policy is permissive;
 - b) “should” means that the policy is directive and requires compliance unless proven otherwise on good planning grounds; and,
 - c) “shall” means that the policy is mandatory.
- 29.1.10 Should a conflict arise between a policy in this Plan and the Livable by Design Manual, as amended, the policy in this Plan shall prevail.

29.2 Schedules

- 29.2.1 The location of boundaries and symbols, including land use designations, are approximate and do not define exact limits except where they coincide with well-defined physical features such as *watercourses*, roads, railways and *utility* corridors.
- 29.2.2 Although the land use designations of this Plan are intended to be conceptual, in cases where a parcel of land contains more than one land use designation, the policies of each designation shall apply only to the portion of the property so designated.
- 29.2.3 An amendment to this Plan shall not be required for the minor realignment of roads, or to add roads created by a subdivision of land approved under the *Planning Act*, provided the general purpose and intent of this Plan are maintained. The precise routes for new roads shall be determined by future studies.

29.3 Permitted Uses

- 29.3.1 Where lists or examples of permitted uses are provided in this Plan, they are intended to indicate the possible range and type of uses that are to be considered. Specific uses that are not listed, but are considered to be similar to the listed uses and to conform to the general intent of the applicable land use designation, may be recognized as a permitted use.

29.4 Numerical Requirements

- 29.1.2 Minor variations from numerical requirements in this Plan may be permitted without a Plan amendment, provided the general intent of this Plan is maintained.

29.5 Glossary

Active transportation means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

Affected airshed means any area outside of the property boundaries of a proposed *power generation facility* where adverse effects (as defined in the PPS) may occur.

Affordable housing means housing with market price or rent that is affordable to households of low and moderate income spending 30 per cent of their gross household income without government subsidies. Such households would be able to afford, at the low end, at least three out of ten rental properties on the market and, at the high end, ownership housing with sufficient income left, after housing expenses, to sustain a basic standard of living.

Alternative energy system means sources of energy or energy conversion processes that significantly reduce the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems.

Ancillary services means services necessary to maintain the reliability of the IESO-controlled grid, including frequency control, voltage control, reactive power and operating reserve services.

Arterial commercial means a business carrying out economic activities which may serve a local or broad market area providing specialized services or products having a low intensity retail function and which does not serve the day-to-day needs of the public. Due to their business activity or function, they are distinct from uses that normally locate within planned commercial shopping areas, retail centres or plazas.

Brownfield sites means undeveloped or previously developed properties that may be *contaminated*. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.

Built-up area means all land within the *built boundary*.

Built boundary means the limits of the developed *urban area* as identified in the Provincial paper, *Built Boundary for the Growth Plan for the Greater Golden Horseshoe*, 2006 (2008).

Built heritage resource means a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Aboriginal community. *Built heritage resources* are generally located on property that has been designated under Parts IV or V of the *Ontario Heritage Act*, or included on local, provincial and/or federal registers.

Character means the collective qualities and characteristics that distinguish a particular area or neighbourhood.

Climate change is a change in the average weather that a given region experiences. Average weather includes all the features associated with weather such as temperature, wind patterns and precipitation. On a global scale, climate change refers to changes in the climate of the earth as a whole.

Cogeneration also known as combined heat and power means the generation of electricity or mechanical power and thermal energy (heating or cooling) produced from one fuel source in the same facility.

Cogeneration facility means a building or structure or parts thereof used for *cogeneration*.

Community improvement means the planning or replanning, design or redesign, resubdivision, clearance, *development* or redevelopment, construction, reconstruction and rehabilitation, improvement of energy efficiency, or any of them, of a *community improvement project area*, and the provision of such residential, commercial, industrial, public, recreational, institutional, religious, charitable or other uses, buildings, structures, works, improvements or facilities, or spaces therefor, as may be appropriate or necessary.

Community improvement plan means a plan for the *community improvement* of a *community improvement project area*.

Community improvement project area means a municipality or an area within a municipality, the *community improvement* of which in the opinion of the council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason.

Compact urban form means a land use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for *infrastructure*. Compact urban form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial *developments*, and apartments or offices above retail.

Compatible means the *development* or redevelopment of uses which may not necessarily be the same as, or similar to, the existing *development*, but can coexist with the surrounding area without unacceptable adverse impact.

Complete communities means places such as mixed use neighbourhoods or other areas within cities, towns, and *settlement areas* that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and *public service facilities*. *Complete communities* are age-friendly and may take different shapes and forms appropriate to their contexts.

Conserved (or conserve) means the identification, protection, management and use of *built heritage resources*, *cultural heritage landscapes* and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the *Ontario Heritage Act*. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

Contaminated refers to property, lands or soils that have not been rehabilitated and, for reasons of public health and safety or environmental quality, are unsafe for use as a result of human activities, particularly those activities that have left a chemical or

radioactive residue. Such sites may include industrial lands, transportation facilities, and electrical facilities.

Cultural heritage landscape means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the *Ontario Heritage Act*; villages, parks, gardens, battlefields, mainstreets and other streets of special interest, golf courses, farmscapes, neighbourhoods, cemeteries, historic roads and trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site).

Cultural heritage resources means *built heritage resources*, *cultural heritage landscapes*, and archaeological resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. While some *cultural heritage resources* may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

Development means the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the *Planning Act*, but does not include:

- a) activities that create or maintain *infrastructure* authorized under an environmental assessment process
- b) works subject to the *Drainage Act*
- c) any other activity deemed by the Director of Planning Services to be minor in nature, which has negligible impact to the natural environment and meets the intent of this Plan

District energy means the production of thermal energy (heating or cooling) with or without *cogeneration* that is distributed to users at a community scale.

District energy facility means a centrally located facility or linked facilities including pipeline distribution system for the production and distribution of *district energy*.

Ecological footprint is a measure of the demands humans place on nature. It measures what humans consume from nature, for individuals, organizations, cities, regions, nations or humanity as a whole. It shows how much biologically productive land and water is occupied to produce all the resources consumed and to absorb waste.

Educational facilities means an elementary or secondary school whose program is recognized by the Ministry of Education. For greater certainty, educational facilities includes a public school, a separate school and a private school, as defined by the *Education Act*, R.S.O. 1990, c. E2, as amended.

Employment Areas means areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.

Erosion means volumetric reduction of land by human-induced or natural processes.

Erosion hazard means the loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using considerations that include the 100 year *erosion* rate (the average annual rate of recession extended over a one hundred year time span), an allowance for slope stability, and an *erosion/erosion* access allowance.

Exposure index is calculated by multiplying the number of vehicles per day and the number of trains per day. Grade separations are considered when the exposure index exceeds a threshold of 200,000.

Flood(ing) means a temporary rise in the water level resulting in the inundation of areas adjacent to a *watercourse* or Lake Ontario not ordinarily covered by water.

Flooding hazards means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:

- a) Along the shoreline of Lake Ontario, the flooding hazard limit is based on the one hundred year *flood* level plus an allowance for wave uprush and other water-related hazards.
- b) Along river and stream systems, the flooding hazard is the greater of:
 - i) the *flood* resulting from the rainfall actually experienced during a major storm, such as the Hurricane Hazel storm (1954), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;
 - ii) the one hundred year *flood*; and,
 - iii) a *flood* which is greater than i) or ii) which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Ministry of Natural Resources;

except where the use of the one hundred year *flood* or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific watershed (where the past history of *flooding* supports the lowering of the standard).

Floor space index, or **floor area ratio**, means the gross floor area of all buildings on a lot divided by the lot area.

Form based zoning is a descriptive means of regulating *development* through the implementing zoning by-law utilizing tools ranging from illustrations to codification to ensure a specific urban form is achieved.

Frequent transit means a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.

Greater Golden Horseshoe means the geographic area designed as the Greater Golden Horseshoe growth plan area in Ontario regulation 416/05.

Greenbelt area means the geographic area of the Greenbelt as defined by Ontario Regulation 59/05 as provided by the *Greenbelt Act*, 2005.

Greenfield or **greenfield area** means the area within a *settlement area* that is not *built-up area*.

Greyfields means previously developed properties that are not *contaminated*. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict or vacant.

Group home means a single housekeeping unit in a residential dwelling where six to ten people (excluding staff or receiving family) live as a family under responsible supervision consistent with the requirements of its residents.

Growth Plan means the *Growth Plan for the Greater Golden Horseshoe*, 2006.

Hazard lands, **hazardous lands**, or **natural hazards**, mean lands that could be unsafe for *development* because of naturally occurring processes associated with *flooding*, *erosion*, dynamic beaches or unstable soil or bedrock.

Headwater means the source of a stream.

Heritage attributes means the principal principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a protected heritage property).

Higher order transit means transit that generally operates in its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways), light rail (such as streetcars), and buses in dedicated rights-of-way.

Infrastructure means physical structures (facilities and corridors) that form the foundation for *development*. Infrastructure includes: sewage and water systems, septage treatment systems, waste management systems, electric power generation and transmission, communications/telecommunications, transit and *transportation corridors* and facilities, oil and gas pipelines and associated facilities.

Intensification means the *development* of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of *brownfield sites*;
- b) the *development* of vacant and/or underutilized lots within previously developed areas;
- c) *infill development*; or
- d) the expansion or conversion of existing buildings.

Intensification areas means lands identified by the Town, the Region or the Province within a *settlement area* that are to be the focus for accommodating *intensification*. Intensification areas include *urban growth centres*, *intensification corridors*, *major transit station areas*, and other major opportunities that may include infill, redevelopment, *brownfield sites*, the expansion or conversion of existing buildings and *greyfields*.

Intensification corridors means *intensification areas* along major roads, arterials or *higher order transit* corridors that have the potential to provide a focus for higher density mixed use *development* consistent with planned transit service levels.

Land division means the division of land which can be accommodated through various mechanisms under the Planning Act such as consents, plans of subdivision, and plans of condominium and part lot control exemption.

Long-term stable top-of-bank, as it pertains to the development setback for habitable buildings along the shoreline, means a bank inclination of 3:1 (H:V), or as determined by a geotechnical study which satisfies the minimum design Factor of Safety of 1.5.

Major office means freestanding office buildings of approximately 4,000 square metres of floor space or greater, or with approximately 200 jobs or more.

Major retail means large-scale or large-format stand-alone retail stores or retail centres that have the primary purpose of commercial activity.

Major transit station area means the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. *Major transit station areas* generally are defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk.

Mobility links are thoroughfares identified in Halton Region's Mobility Management Strategy that serve as local service/inter-municipal transportation connections, which provide access to important inter-municipal destinations.

Modal share, or **modal split**, means the percentage of person-trips or of freight movements made by one travel mode, relative to the total number of such trips made by all modes.

Multi-modal means the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine.

Multiple-attached dwelling means a dwelling unit within a building containing three or more dwelling units, such as a townhouse, stacked townhouse or back-to-back townhouse.

Municipal comprehensive review means a new official plan, or an official plan amendment, initiated by an upper- or single-tier municipality under section 26 of the *Planning Act* that comprehensively applies the policies and schedules of the Growth Plan, 2017.

Natural hazards – see **Hazard lands**

One zone concept means the floodplain, as defined by the appropriate *flood* standard (i.e. the regulatory storm), will consist of one zone.

Place of worship means a building, structure or part thereof, which is primarily used for the practice of religion and faith-based spiritual purposes wherein people assemble for religious worship, faith-based teaching, fellowship and community social outreach.

Power generation facility means a facility for generating electricity and includes a *cogeneration facility*, an *ancillary service* to power generation, and includes any structures, equipment or other things used for those purposes.

Provincial priority transit corridor means a corridor identified on Schedule 5 of the Growth Plan, 2017 and designating the CN Rail/Lakeshore GO line in Oakville.

Public service facilities means lands, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as

social assistance, recreation, police and fire protection, health and educational programs, and cultural services. *Public service facilities* do not include *infrastructure*.

Regional transit priority corridor means a thoroughfare identified in Halton Region's Mobility Management Strategy that has or is planned to provide greater levels of transit service connecting people to existing and planned local and regional destinations including *urban growth centres*, mobility hubs, *Employment Areas*, *major transit station areas* and abutting municipal connections. *Transit priority corridors* provide a focus for *transit-supportive development*.

Renewable energy system means the production of electrical power from an energy source that is renewed by natural processes including, but not limited to, wind, water, a biomass resource or product, or solar and geothermal energy.

Required comprehensive Official Plan review means a Town-initiated process under section 26 of the *Planning Act*.

Scenic corridor means a thoroughfare containing roads and associated features that are recognized for their scenic value and for their related natural and cultural heritage features.

Sensitive land use means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

Settlement areas means *urban areas* and rural settlement areas within municipalities (such as cities, towns, villages and hamlets) where:

- a) *development* is concentrated and which have a mix of land uses; and
- b) lands have been designated in an official plan for *development* over the long-term planning horizon provided for in the Provincial Policy Statement, 2005. Where there are no lands that have been designated over the long-term, the settlement area may be no larger than the area where *development* is concentrated.

Site area, or ***site hectare***, includes residential lots or blocks only and excludes any public lands. In the case of *development*, any public land required to be dedicated or conveyed shall not be included for the purpose of calculating the site hectare.

Special needs housing means any housing, including dedicated facilities in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include but are not

limited to housing for persons with disabilities such as physical, sensory or mental health disabilities, housing for the elderly, *group homes*, emergency shelter, housing for the homeless, and independent permanent living arrangements where support services such as meal preparation, grocery shopping, laundry, housekeeping, respite care and attendant services are provided. It does not include households that receive community based support services in their own home.

Special Policy Areas, for the purposes of this Plan, refers to the Special Policy Areas described in Part E.

Stable top-of-bank:

- a) As it pertains to valleylands, stable top-of-bank means:
 - i) the physical top-of-bank where the existing slope is stable and not impacted by toe *erosion*; or,
 - ii) is defined by the toe *erosion* allowance plus the stable slope allowance where the existing slope is unstable and/or is impacted by toe *erosion*.
- b) As it pertains to land dedication along the shorelines, stable top-of-bank means a bank inclination of 3:1 (H:V), or as determined by a geotechnical study which satisfies the minimum design Factor of Safety of 1.2 – 1.3.

Strategic growth areas means within *settlement areas*, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating *intensification* and higher-density mixed uses in a more compact built form. *Strategic growth areas* include *urban growth centres*, *major transit station areas*, and other major opportunities that may include infill, redevelopment, *brownfield sites*, the expansion or conversion of existing buildings, or *greyfields*. Lands along major roads, arterials, or other areas with existing or planned *frequent transit* service or *higher order transit* corridors may also be identified as *strategic growth areas*. (Growth Plan, 2017)

Sustainable development means *development* that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Transit-supportive:

- a) Makes transit viable and improves the quality of the experience of using transit.
- b) When used in reference to *development*, it often refers to compact, mixed use *development* that has a high level of employment and residential densities to support *frequent transit* service.
- c) When used in reference to urban design, it often refers to:

- i) design principles that make *development* more accessible for transit users, such as roads laid out in a grid network rather than a discontinuous network
- ii) pedestrian-friendly built environment along roads to encourage walking to transit
- iii) reduced setbacks and placing parking at the sides/rear of buildings
- iv) improved access between arterial road and interior blocks in Residential Areas

Transportation corridor means a thoroughfare and its associated buffer zone for passage or conveyance of vehicles or people. A transportation corridor includes any or all of the following:

- a) major roads, arterial roads, and highways for moving people and goods
- b) rail lines/railways for moving people and goods
- c) transit rights-of-way/transitways including buses and light rail for moving people

Transportation demand management, or **TDM**, means a set of strategies that results in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost.

Urban area means the lands south of Highway 407 as shown on Schedule A2.

Urban growth centre means an area identified on Schedule 2 of the *Growth Plan*, including the area known as Midtown Oakville.


























Utilities (and **utility**) include power, communications/telecommunications and other cable services, as well as gas and *power generation facilities*.

Watercourse means an identifiable depression in the ground in which a flow of water regularly or continuously occurs.

Wildlife means wild mammals, birds, reptiles, amphibians, fish, invertebrates, plants, fungi, algae, bacteria and other wild organisms.

SCHEDULE A1 URBAN STRUCTURE

LEGEND¹

-  PARKWAY BELT
-  GREENBELT
-  GREENBELT - URBAN RIVER VALLEY
-  NATURAL HERITAGE SYSTEM
-  PARKS, OPEN SPACE & CEMETERIES
-  WATERFRONT OPEN SPACE
-  NODES AND CORRIDORS
-  EMPLOYMENT AREAS
-  MAJOR COMMERCIAL AREAS
-  RESIDENTIAL AREAS
-  MAIN STREET AREA
-  EMPLOYMENT MIXED USE CORRIDOR
-  REGIONAL TRANSIT NODE
-  PROPOSED REGIONAL TRANSIT NODE
-  NODES AND CORRIDORS² FOR FURTHER STUDY
-  MAJOR TRANSPORTATION CORRIDOR³
-  PROPOSED MAJOR TRANSPORTATION CORRIDOR
-  REGIONAL TRANSIT PRIORITY CORRIDOR
-  MOBILITY LINK
-  MAJOR ACTIVE TRANSPORTATION CONNECTIONS
-  SCENIC CORRIDOR
-  UTILITY CORRIDOR
-  PROVINCIAL PRIORITY TRANSIT CORRIDOR
-  MAJOR TRANSIT STATION
-  HERITAGE CONSERVATION DISTRICTS/⁴ CULTURAL HERITAGE LANDSCAPES

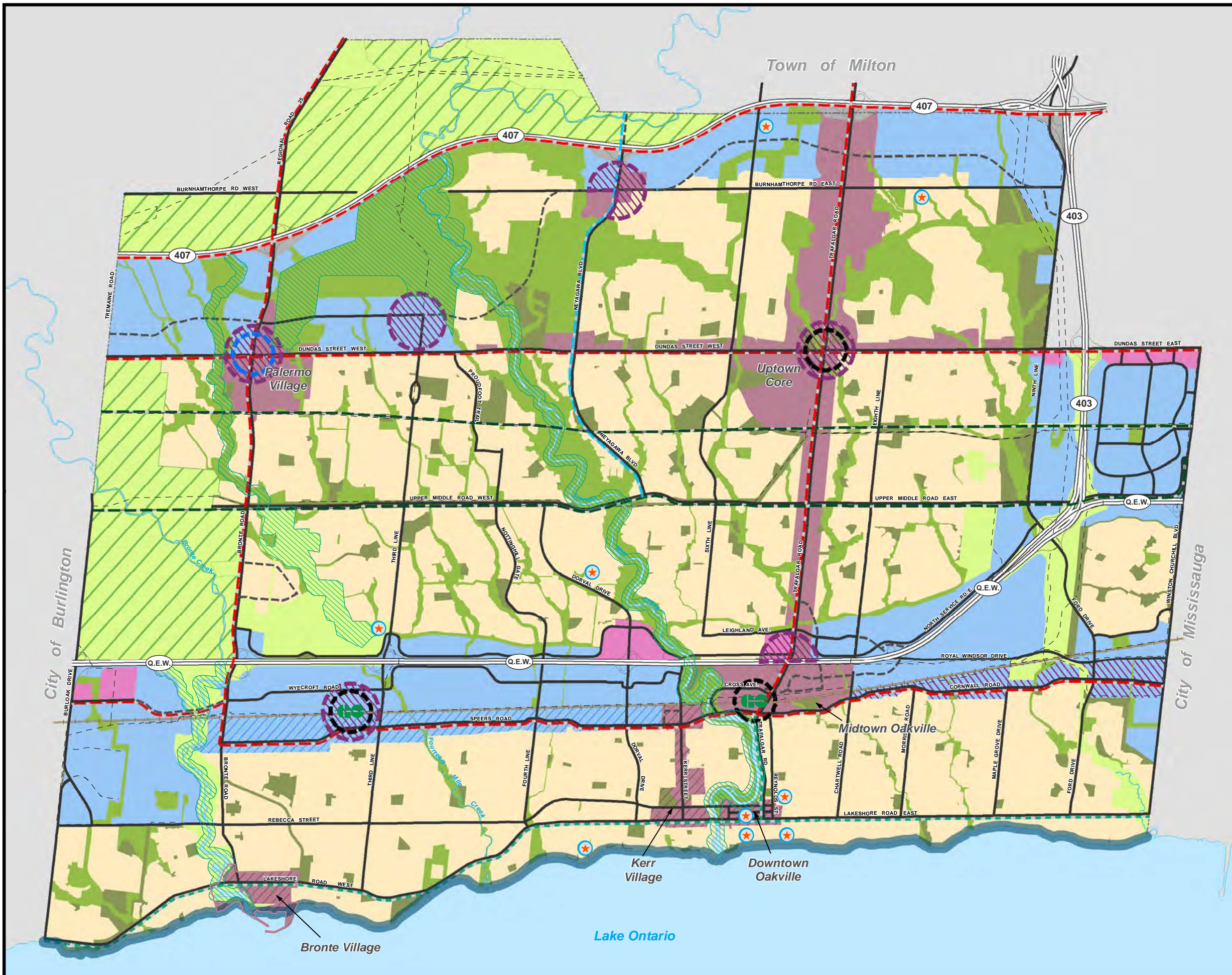
NOTE 1: This Schedule does not represent land use designations

NOTE 2: In addition, the south side of Dundas is recognized as having the potential for intensification subject further study to more precisely delineate the extent of such areas

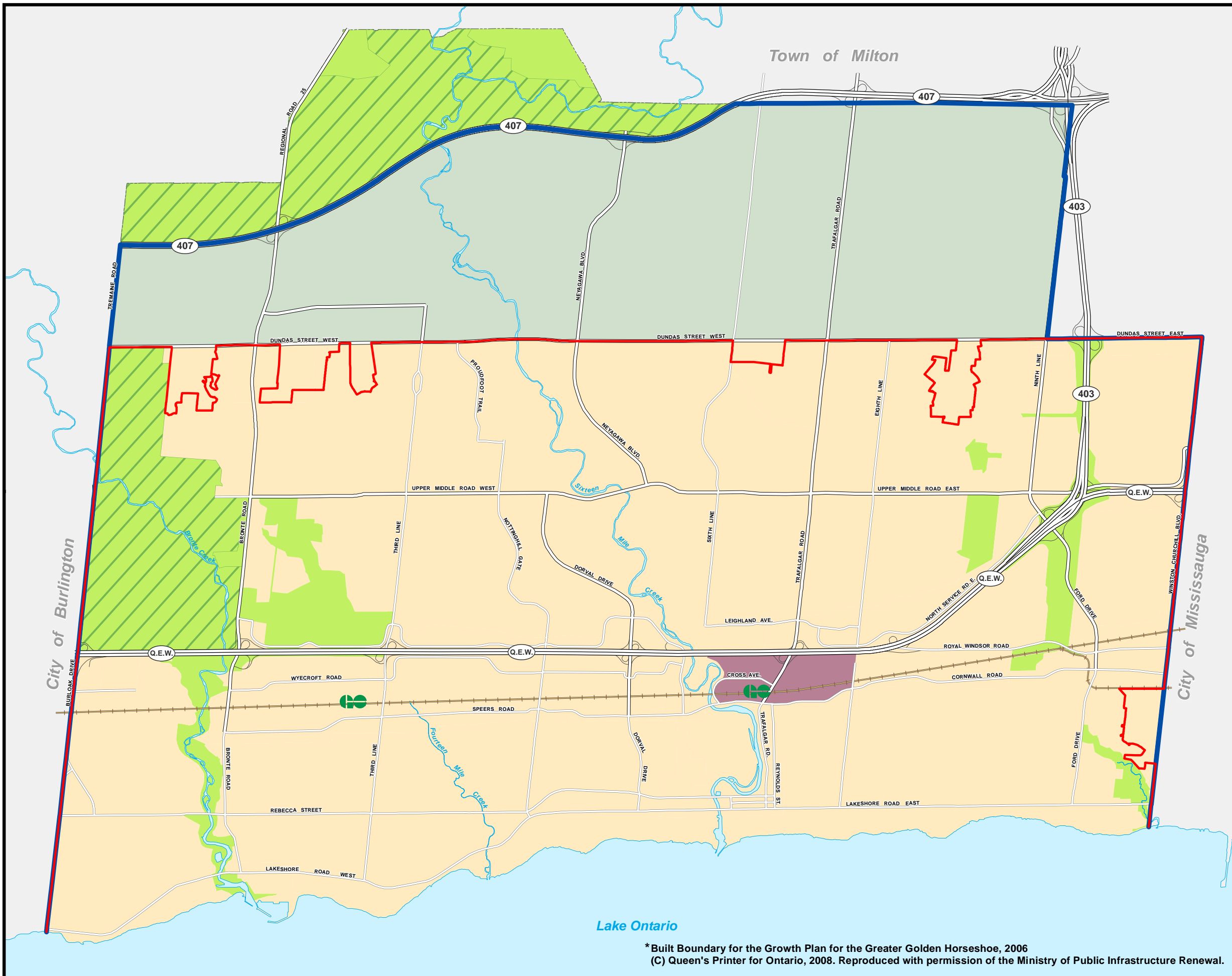
NOTE 3: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycle facilities

NOTE 4: Heritage Conservation Districts and cultural heritage landscapes are elements of the urban structure. As additional Heritage Conservation Districts and cultural heritage landscapes are designated under the Ontario Heritage Act, they shall be added to Schedule A1, Urban Structure

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August 31, 2021



SCHEDULE A2 BUILT BOUNDARY & URBAN GROWTH CENTRE

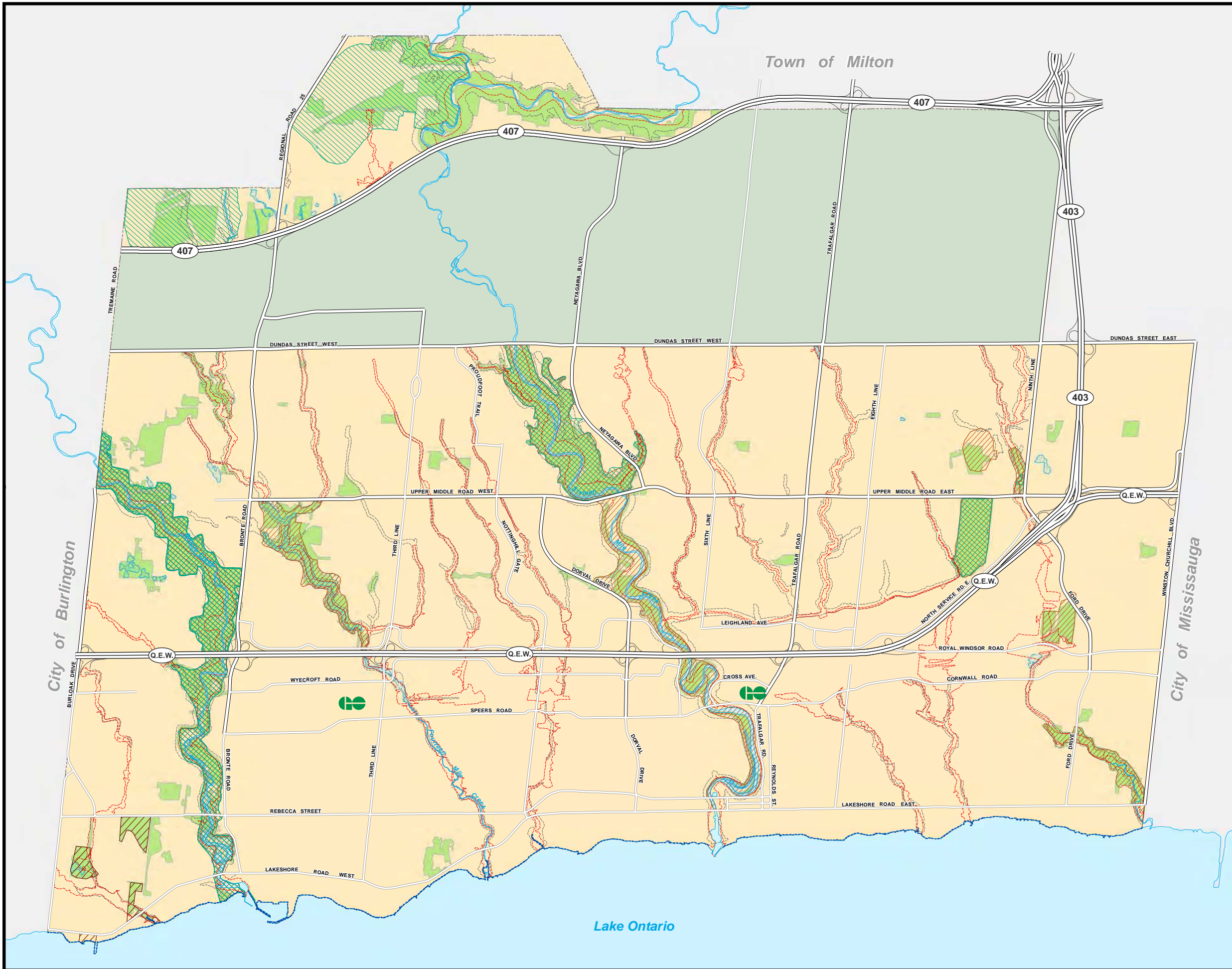


- BUILT BOUNDARY *
- URBAN AREA
- MIDTOWN OAKVILLE
URBAN GROWTH CENTRE
- PARKWAY BELT
- GREENBELT
- LANDS NOT SUBJECT TO
THE POLICIES OF THIS PLAN
- RAILWAY LINE
- G MAJOR TRANSIT STATION












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* Built Boundary for the Growth Plan for the Greater Golden Horseshoe, 2006
(C) Queen's Printer for Ontario, 2008. Reproduced with permission of the Ministry of Public Infrastructure Renewal.



SCHEDULE B NATURAL FEATURES & HAZARD LANDS

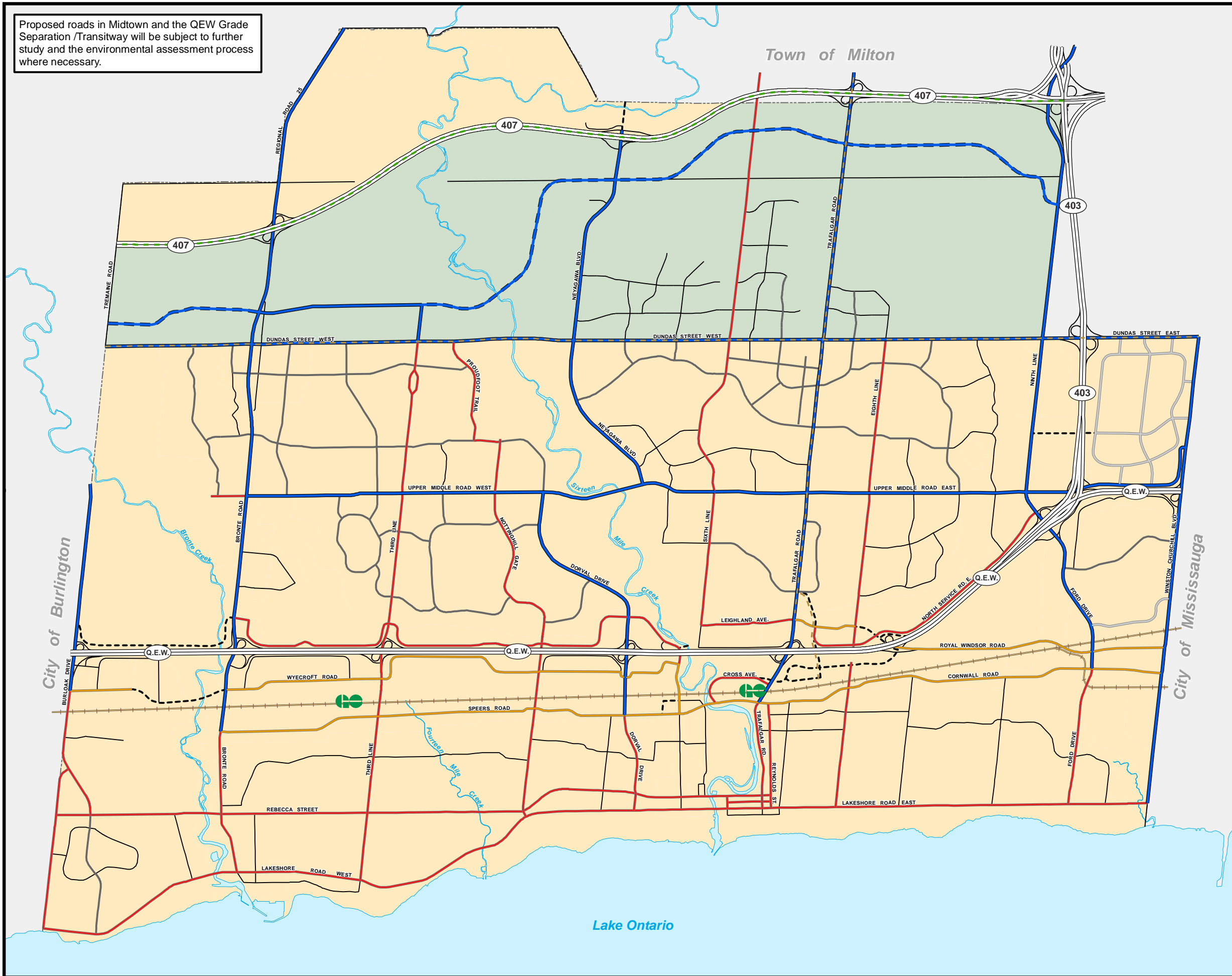
-  FLOODPLAIN
-  SHORELINE FLOOD LIMIT
-  VALLEYLANDS
-  SIGNIFICANT WILDLIFE HABITAT
-  AREA OF NATURAL AND SCIENTIFIC INTEREST
-  ENVIRONMENTALLY SENSITIVE AREAS
-  WETLANDS
-  WOODLANDS
-  LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN

NOTE: Natural features and hazard lands are shown conceptually and for reference purposes only.
















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Proposed roads in Midtown and the QEW Grade Separation /Transitway will be subject to further study and the environmental assessment process where necessary.



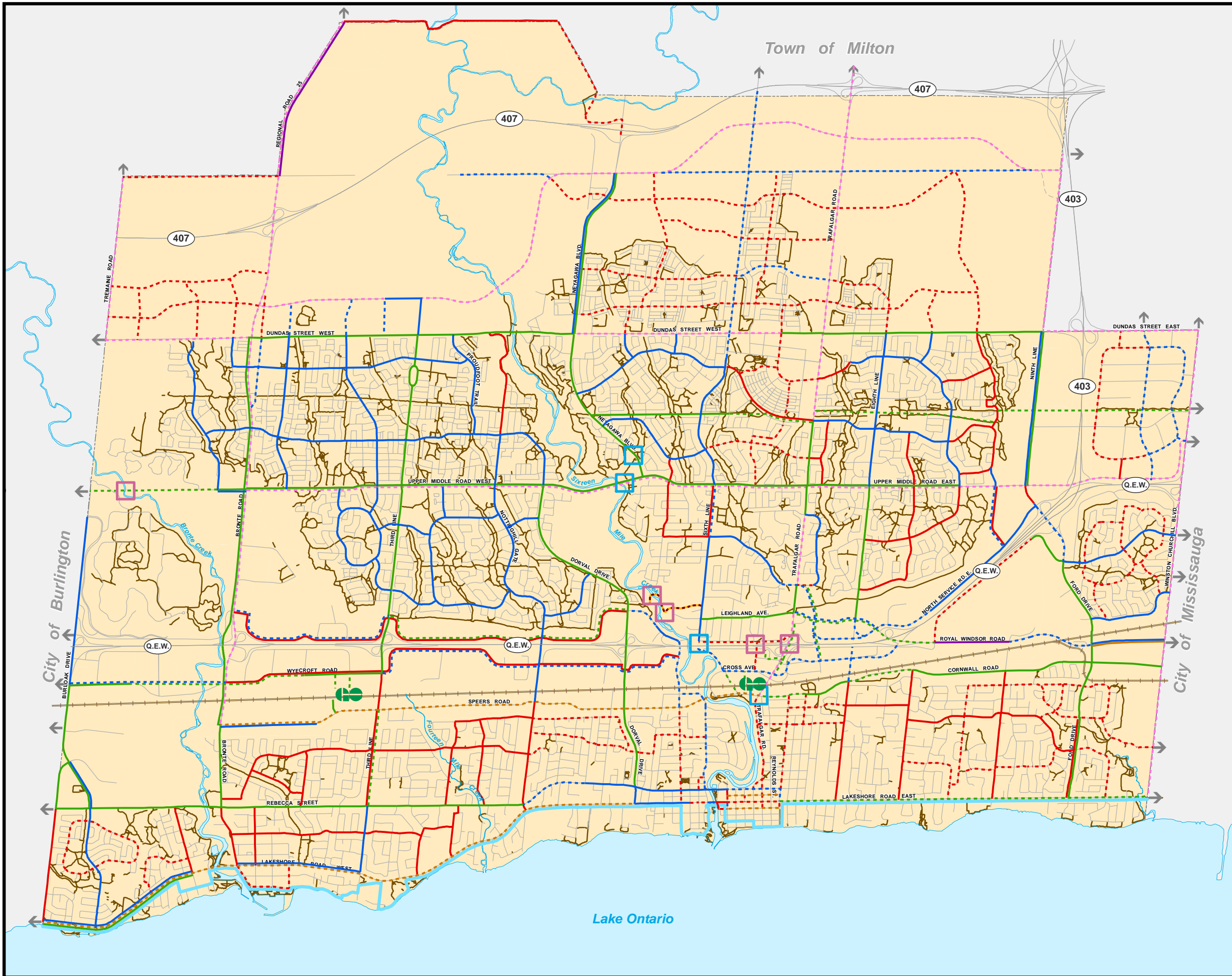
SCHEDULE C TRANSPORTATION PLAN

-  PROVINCIAL HIGHWAY
-  MAJOR ARTERIAL
-  MULTI-PURPOSE ARTERIAL
-  MINOR ARTERIAL
-  INDUSTRIAL ARTERIAL
-  MAJOR COLLECTOR
-  MINOR COLLECTOR
-  FUTURE ROADS
-  TRANSITWAY
-  BUSWAY CORRIDOR
-  RAILWAY LINE
-  MAJOR TRANSIT STATION
-  LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN



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SCHEDULE D ACTIVE TRANSPORTATION PLAN

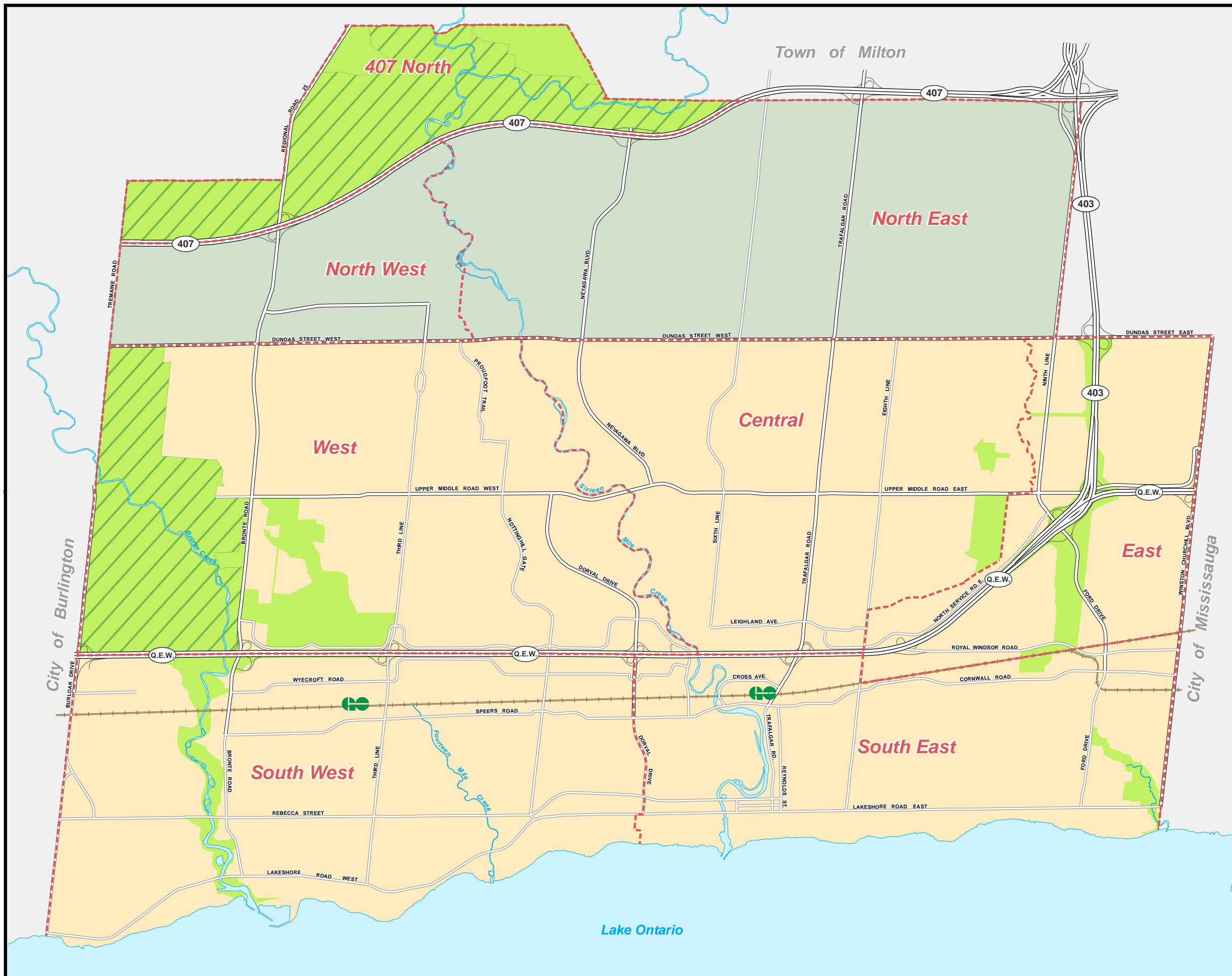







- | Existing | Proposed | |
|----------|----------|---|
| | | BIKE LANE |
| | | SIGNED BIKE ROUTE |
| | | MULTI-USE TRAIL |
| | | BUFFERED BIKE LANE |
| | NA | PAVED SHOULDER |
| | | TOWN TRAIL |
| NA | | FACILITY ON A REGIONAL ROAD |
| | | ATMP PROPOSED GRADE SEPARATED PEDESTRIAN CROSSING |
| | | EXISTING GRADE SEPARATED PEDESTRIAN CROSSING |
| | | WATERFRONT TRAIL |
| | | POTENTIAL ACTIVE TRANSPORTATION CONNECTION |
| | | RAILWAY LINE |
| | | MAJOR TRANSIT STATION |



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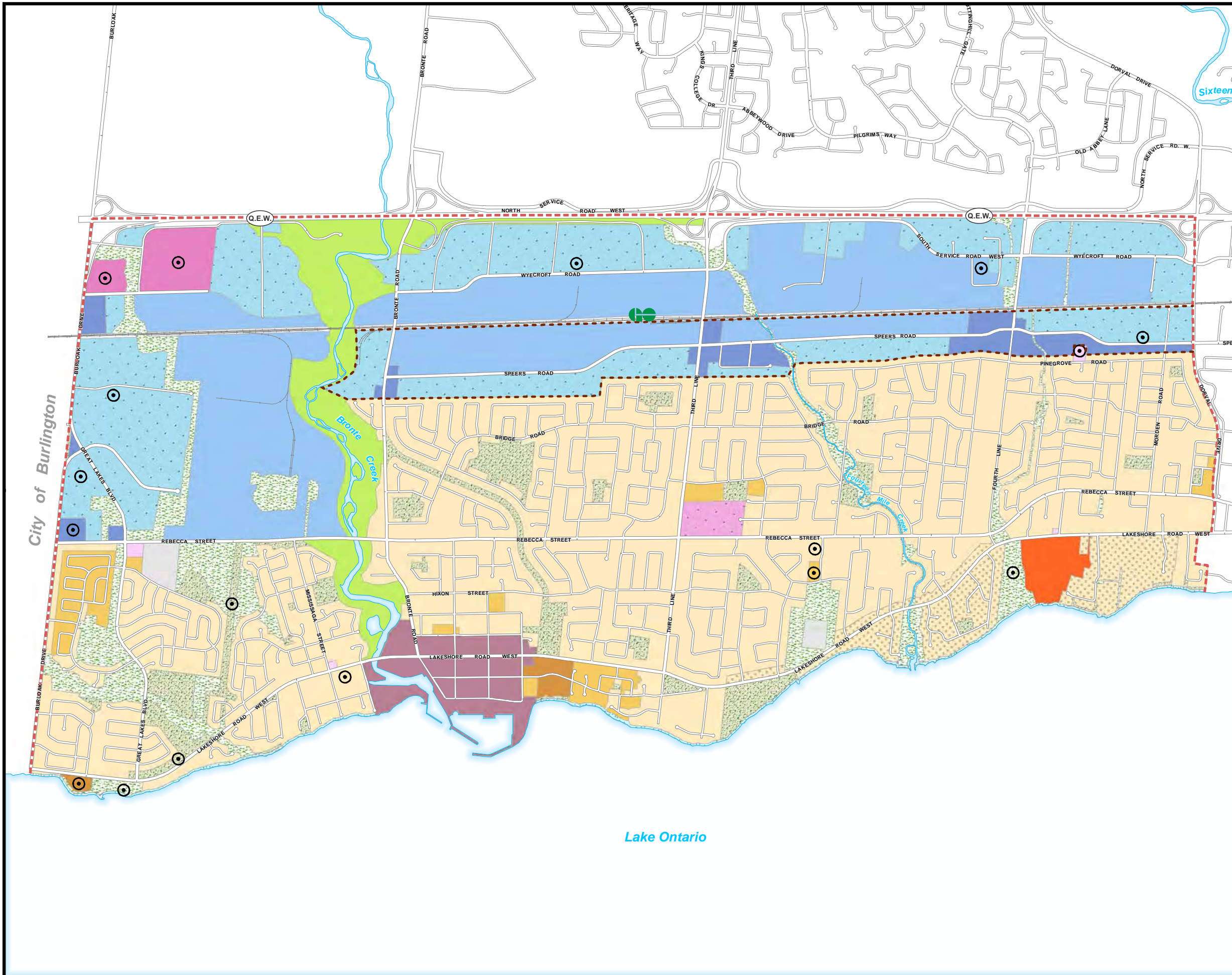
SCHEDULE E LAND USE SCHEDULE BOUNDARIES



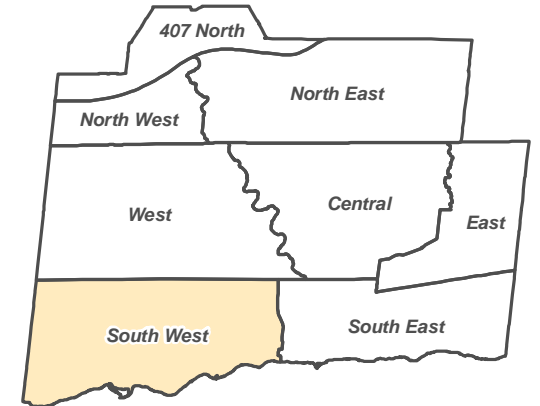
-  SCHEDULE AREA BOUNDARY
-  PARKWAY BELT
-  GREENBELT
-  LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN
-  RAILWAY LINE



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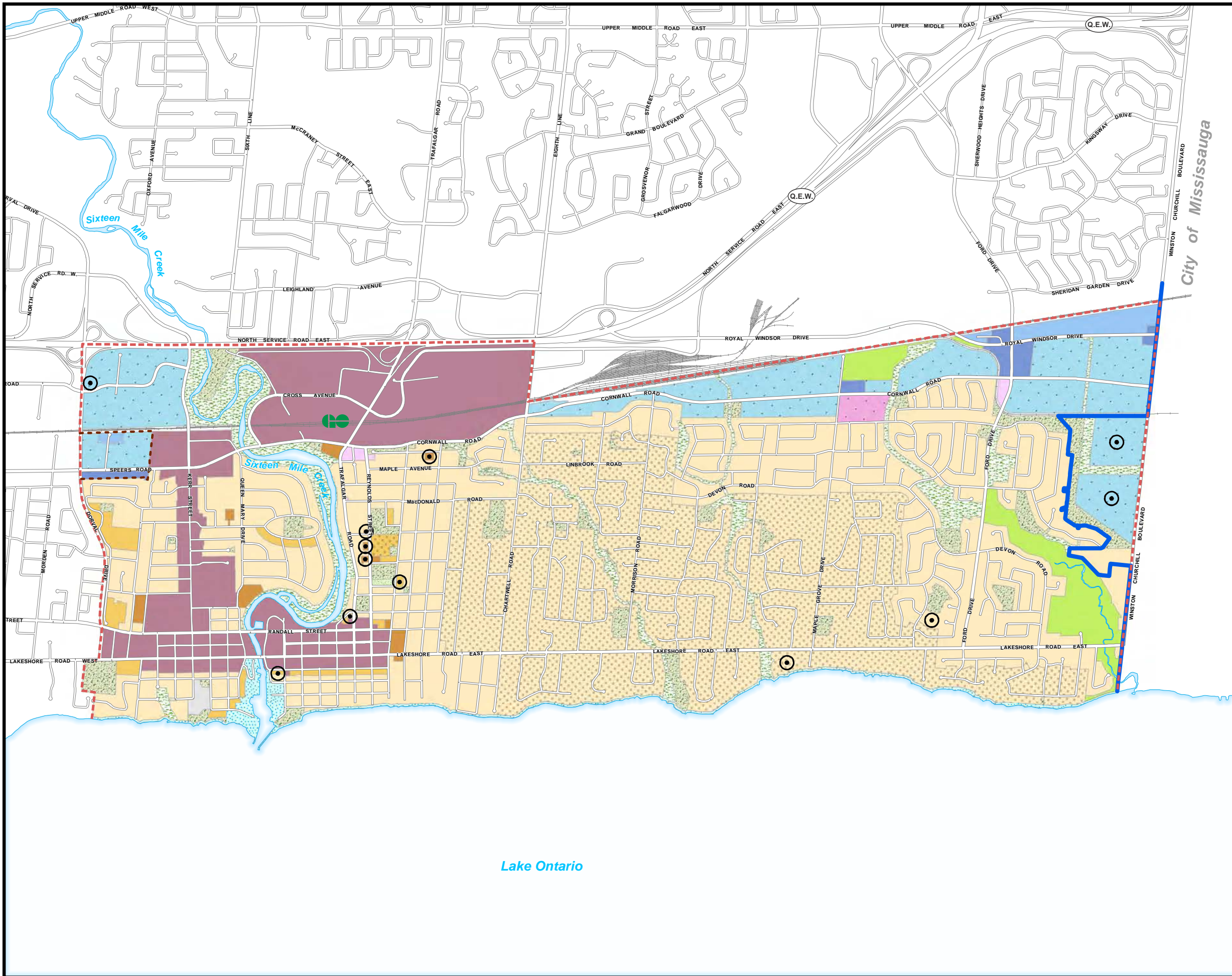
SCHEDULE F SOUTH WEST LAND USE



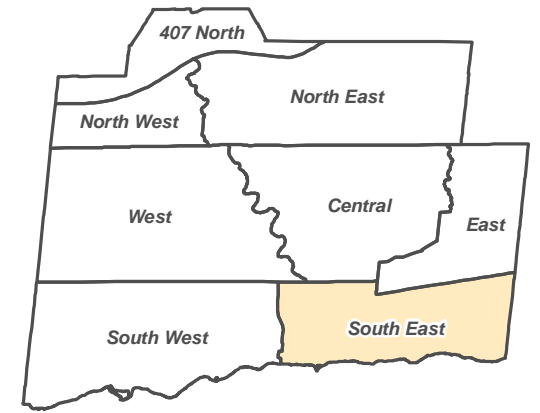
- SCHEDULE AREA BOUNDARY
 - LOW DENSITY RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - HIGH DENSITY RESIDENTIAL
 - NEIGHBOURHOOD COMMERCIAL
 - COMMUNITY COMMERCIAL
 - CORE COMMERCIAL
 - BUSINESS EMPLOYMENT
 - INDUSTRIAL
 - BUSINESS COMMERCIAL
 - INSTITUTIONAL
 - NATURAL AREA
 - PARKWAY BELT
 - PARKS AND OPEN SPACE
 - WATERFRONT OPEN SPACE
 - UTILITY
 - GROWTH AREA *
 - SPECIAL POLICY AREA
 - SPECIAL POLICY AREA - SPEERS ROAD CORRIDOR
 - RAILWAY
 - MAJOR TRANSIT STATION
- * Refer to Part E, Growth Area Policies
 ⊙ Refer to Part E, Exceptions



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SCHEDULE G SOUTH EAST LAND USE

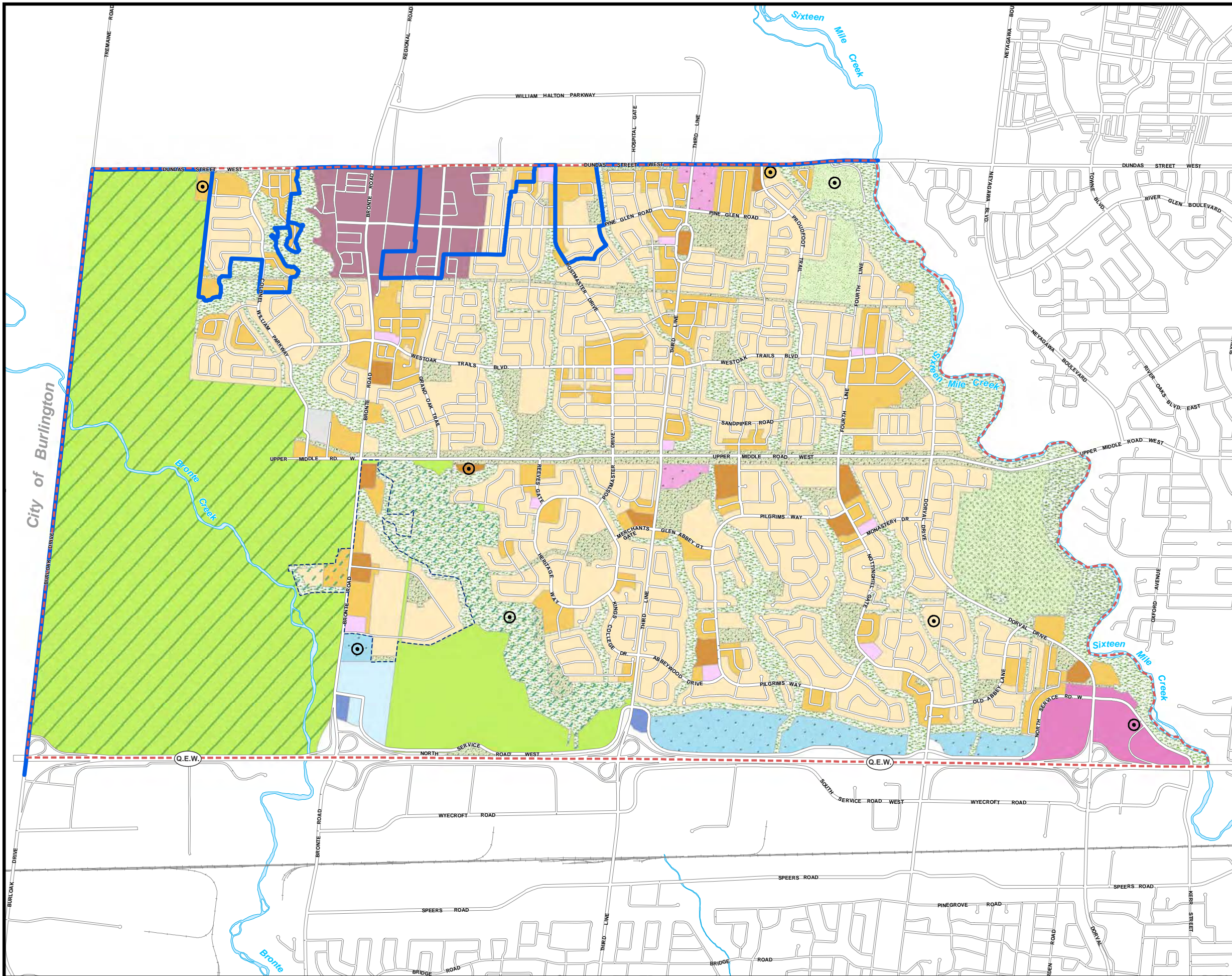


- BUILT BOUNDARY
- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- CENTRAL BUSINESS DISTRICT
- BUSINESS EMPLOYMENT
- INDUSTRIAL
- BUSINESS COMMERCIAL
- INSTITUTIONAL
- NATURAL AREA
- PARKWAY BELT
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE
- WATERFRONT OPEN SPACE
- UTILITY
- GROWTH AREA *
- SPECIAL POLICY AREA
- SPECIAL POLICY AREA - SPEERS ROAD CORRIDOR
- RAILWAY

* Refer to Part E, Growth Area Policies
 ⊙ Refer to Part E, Exceptions



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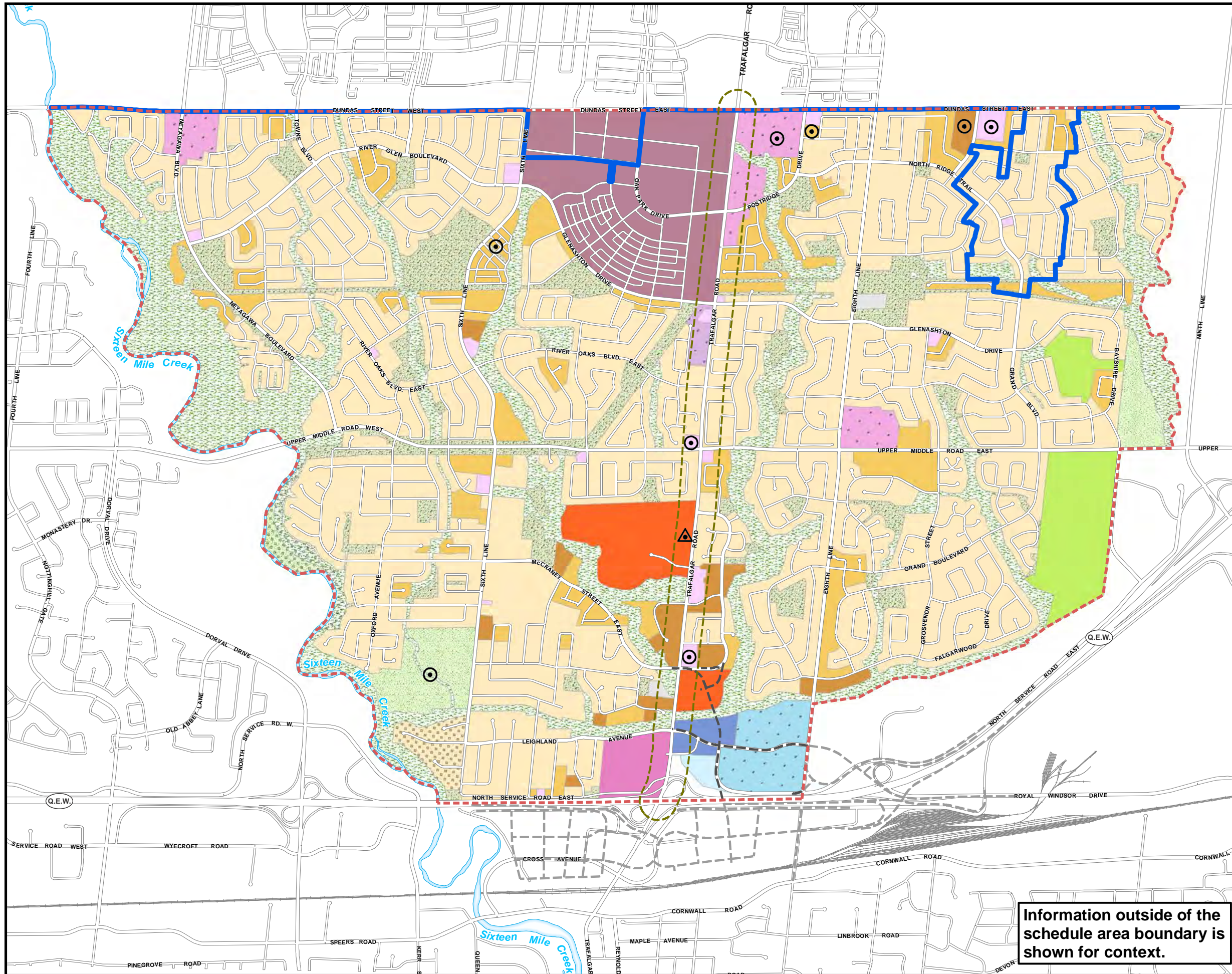
SCHEDULE H WEST LAND USE



- BUILT BOUNDARY
 - SCHEDULE AREA BOUNDARY
 - LOW DENSITY RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - HIGH DENSITY RESIDENTIAL
 - NEIGHBOURHOOD COMMERCIAL
 - COMMUNITY COMMERCIAL
 - CORE COMMERCIAL
 - OFFICE EMPLOYMENT
 - BUSINESS EMPLOYMENT
 - BUSINESS COMMERCIAL
 - NATURAL AREA
 - PARKWAY BELT
 - PARKWAY BELT - OVERLAY
 - PARKS AND OPEN SPACE
 - PRIVATE OPEN SPACE
 - UTILITY
 - GROWTH AREA*
 - GREENBELT**
 - SPECIAL POLICY AREA
 - RAILWAY
- * Refer to Part E, Growth Area Policies
 ** Refer to Part E, Special Policy Areas
- Refer to Part E, Exceptions

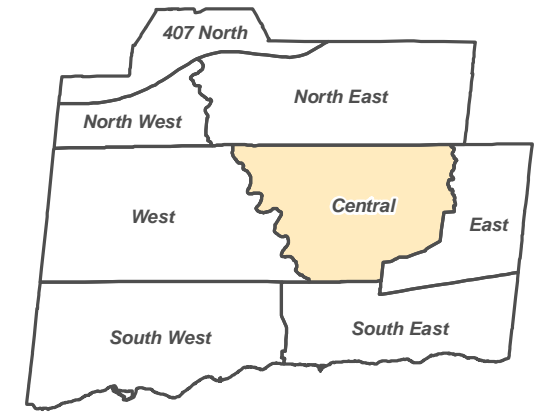


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Information outside of the schedule area boundary is shown for context.

SCHEDULE I CENTRAL LAND USE

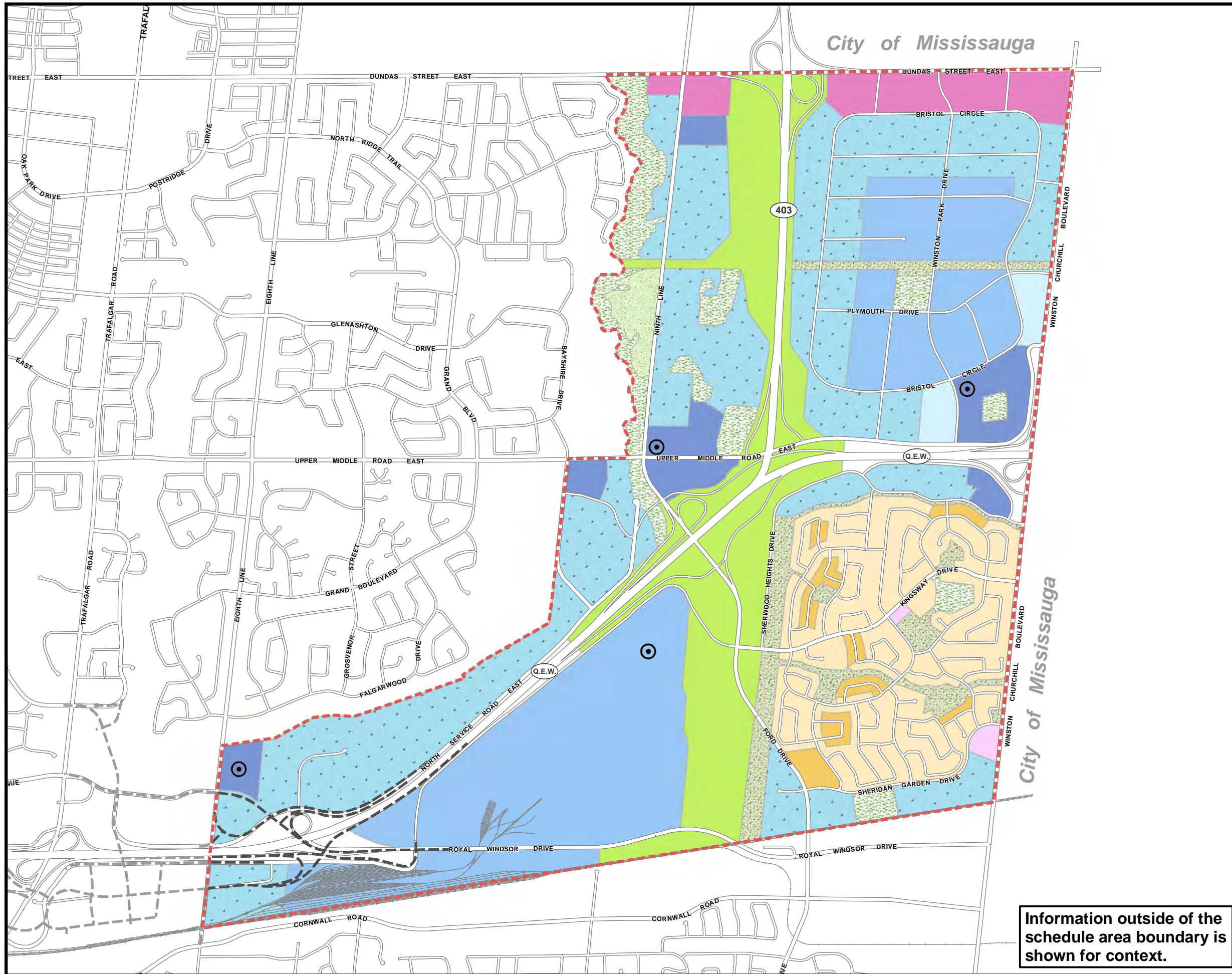


- BUILT BOUNDARY
- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- CORE COMMERCIAL
- MAIN STREET 2
- OFFICE EMPLOYMENT
- BUSINESS EMPLOYMENT
- BUSINESS COMMERCIAL
- INSTITUTIONAL
- NATURAL AREA
- PARKWAY BELT
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE
- UTILITY
- GROWTH AREA *
- SPECIAL POLICY AREA
- SPECIAL POLICY AREA - TRAFALGAR ROAD CORRIDOR
- FUTURE ROADS

* Refer to Part E, Growth Area Policies
 ⊙ Refer to Part E, Exceptions
 ▲ Refer to Part E, Trafalgar Road Corridor



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Information outside of the schedule area boundary is shown for context.

SCHEDULE J EAST LAND USE



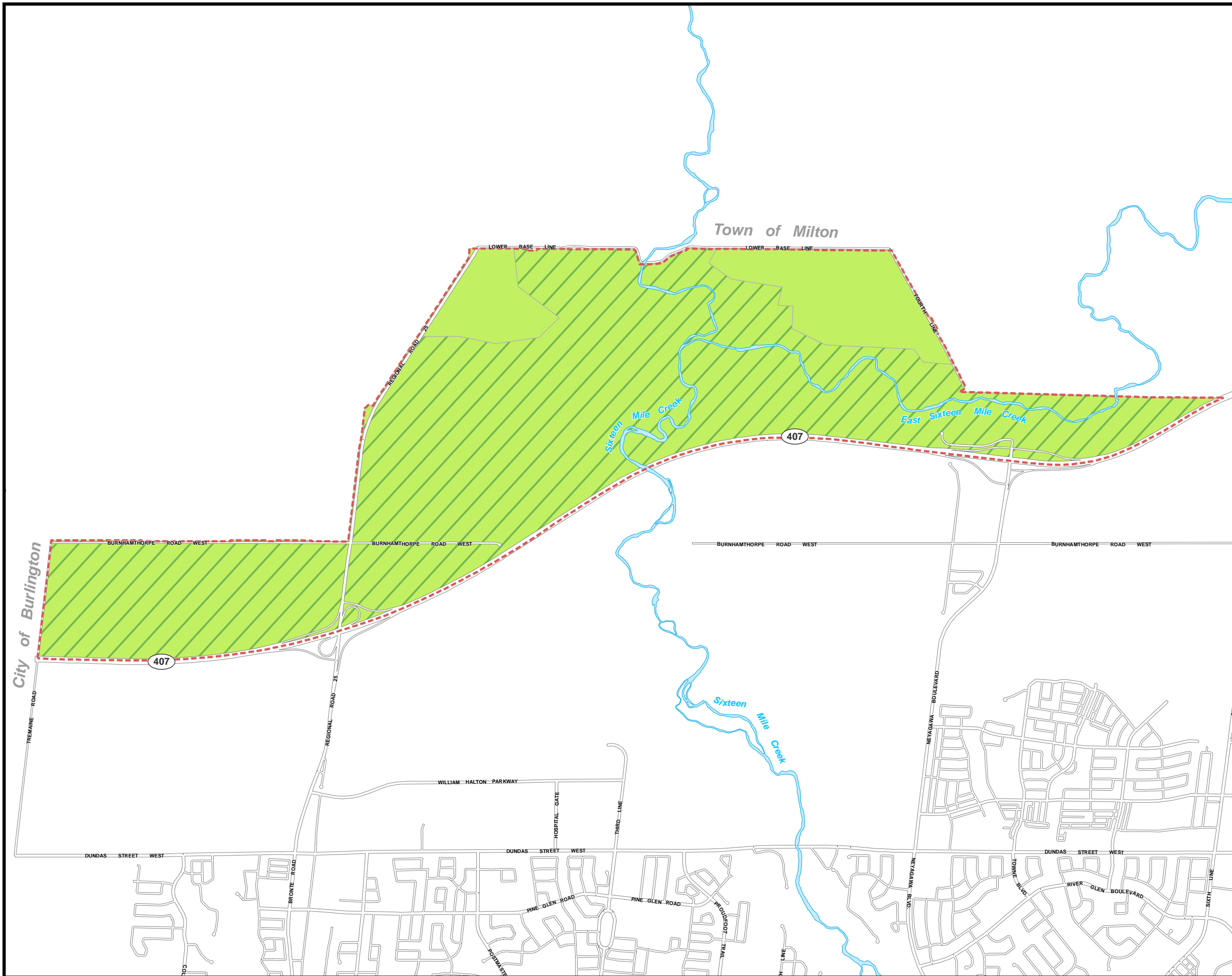
- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- CORE COMMERCIAL
- OFFICE EMPLOYMENT
- BUSINESS EMPLOYMENT
- INDUSTRIAL
- BUSINESS COMMERCIAL
- NATURAL AREA
- PARKWAY BELT
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE
- FUTURE ROADS
- RAILWAY

Refer to Part E, Exceptions

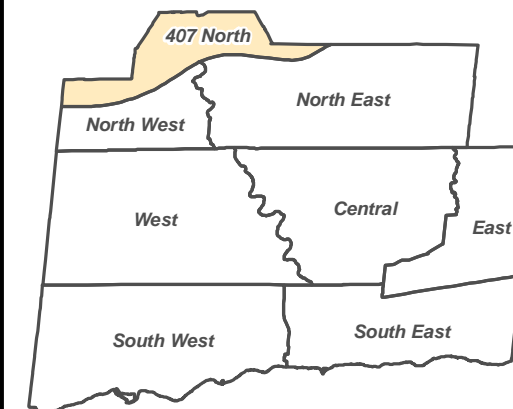





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SCHEDULE K 407 NORTH LAND USE



-  SCHEDULE AREA BOUNDARY
-  PARKWAY BELT
-  GREENBELT*

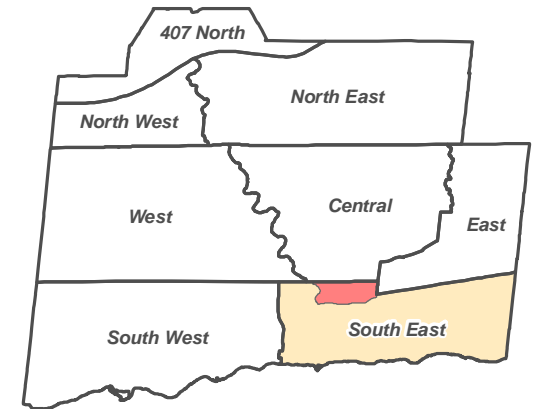
* Refer to Part E, Special Policy Areas



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SCHEDULE L1 MIDTOWN OAKVILLE LAND USE



- GROWTH AREA BOUNDARY
- HIGH DENSITY RESIDENTIAL
- COMMUNITY COMMERCIAL
- URBAN CENTRE
- URBAN CORE
- OFFICE EMPLOYMENT
- NATURAL AREA
- PARKS AND OPEN SPACE
- UTILITY
- DISTRICT BOUNDARIES
- FUTURE ROADS
(Refer to Schedule L3 for more detail)
- FUTURE CUL-DE-SAC
- RAILWAY
- MAJOR TRANSIT STATION

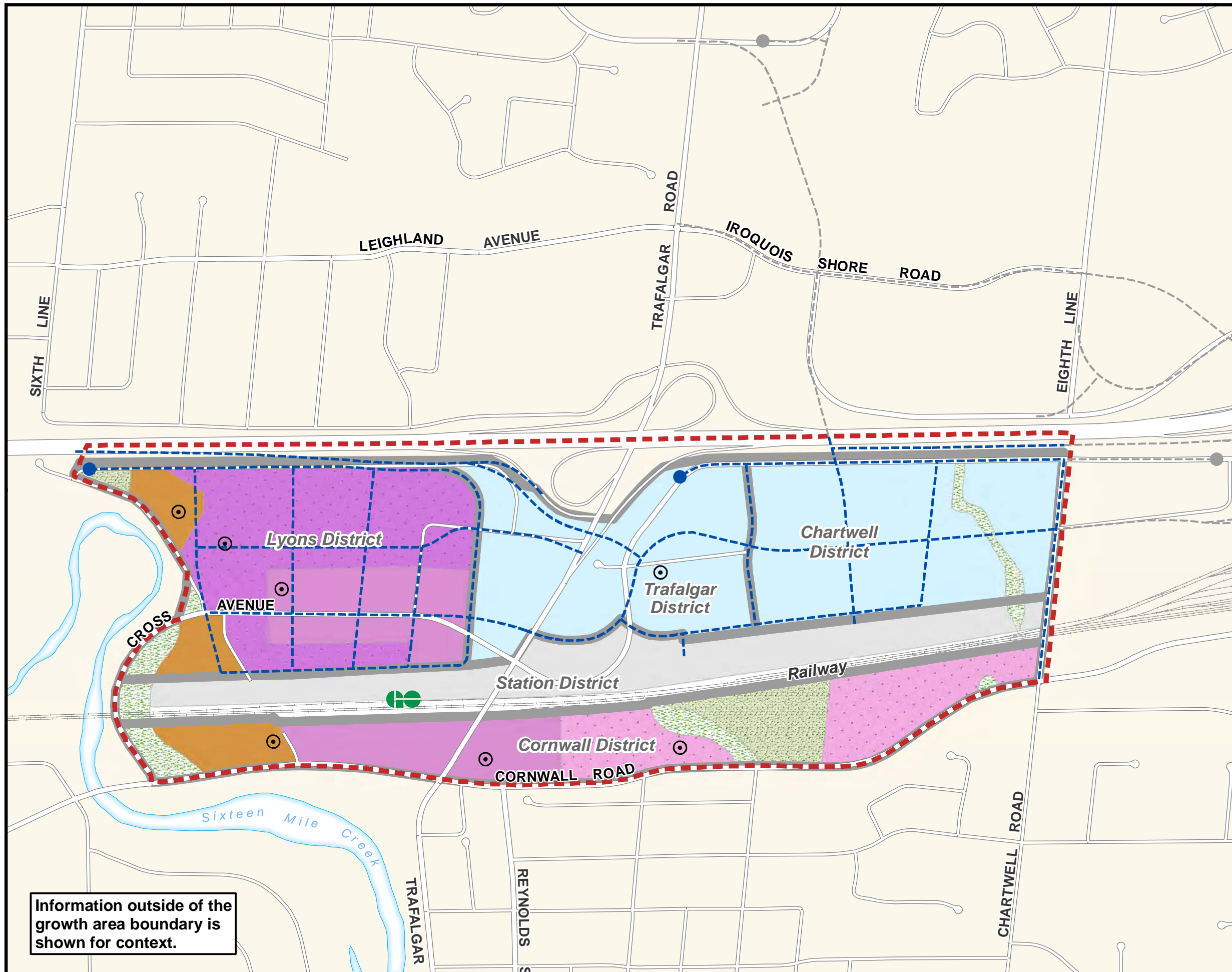
Refer to Part E, Midtown Oakville, for Growth Area Policies

Refer to Part E, Midtown Oakville Exceptions



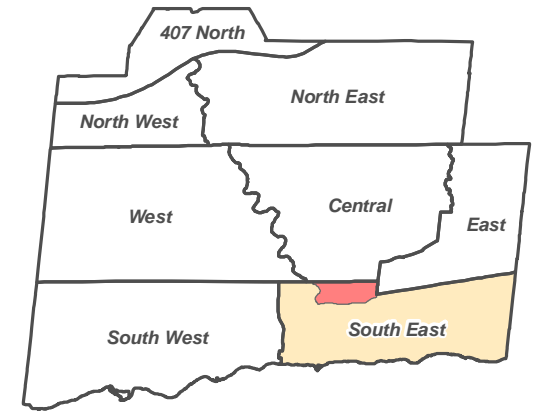
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


August 31, 2021



Information outside of the growth area boundary is shown for context.

SCHEDULE L2 MIDTOWN OAKVILLE BUILDING HEIGHTS

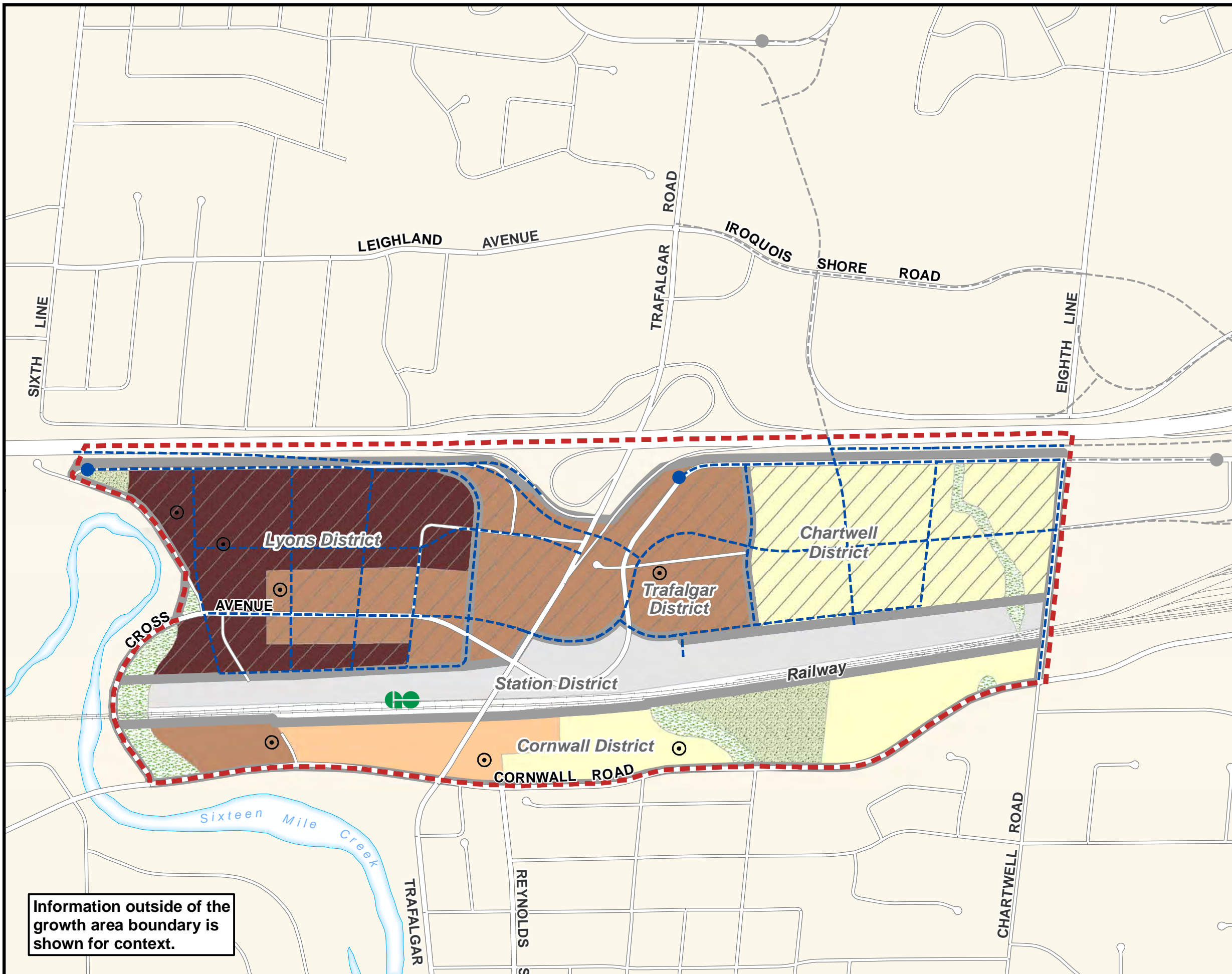


-  GROWTH AREA BOUNDARY
 -  2 - 6 STOREYS
 -  4 - 10 STOREYS
 -  6 - 12 STOREYS
 -  8 - 20 STOREYS
 -  NATURAL AREA
 -  PARKS AND OPEN SPACE
 -  HEIGHTS COMPATIBLE WITH UTILITY CORRIDOR
 -  LANDS ELIGIBLE FOR BONUSING
 -  DISTRICT BOUNDARIES
 -  FUTURE ROADS
(Refer to Schedule L3 for more detail)
 -  FUTURE CUL-DE-SAC
 -  RAILWAY
 -  MAJOR TRANSIT STATION
- Refer to Part E, Midtown Oakville, for Growth Area Policies
-  Refer to Part E, Midtown Oakville Exceptions

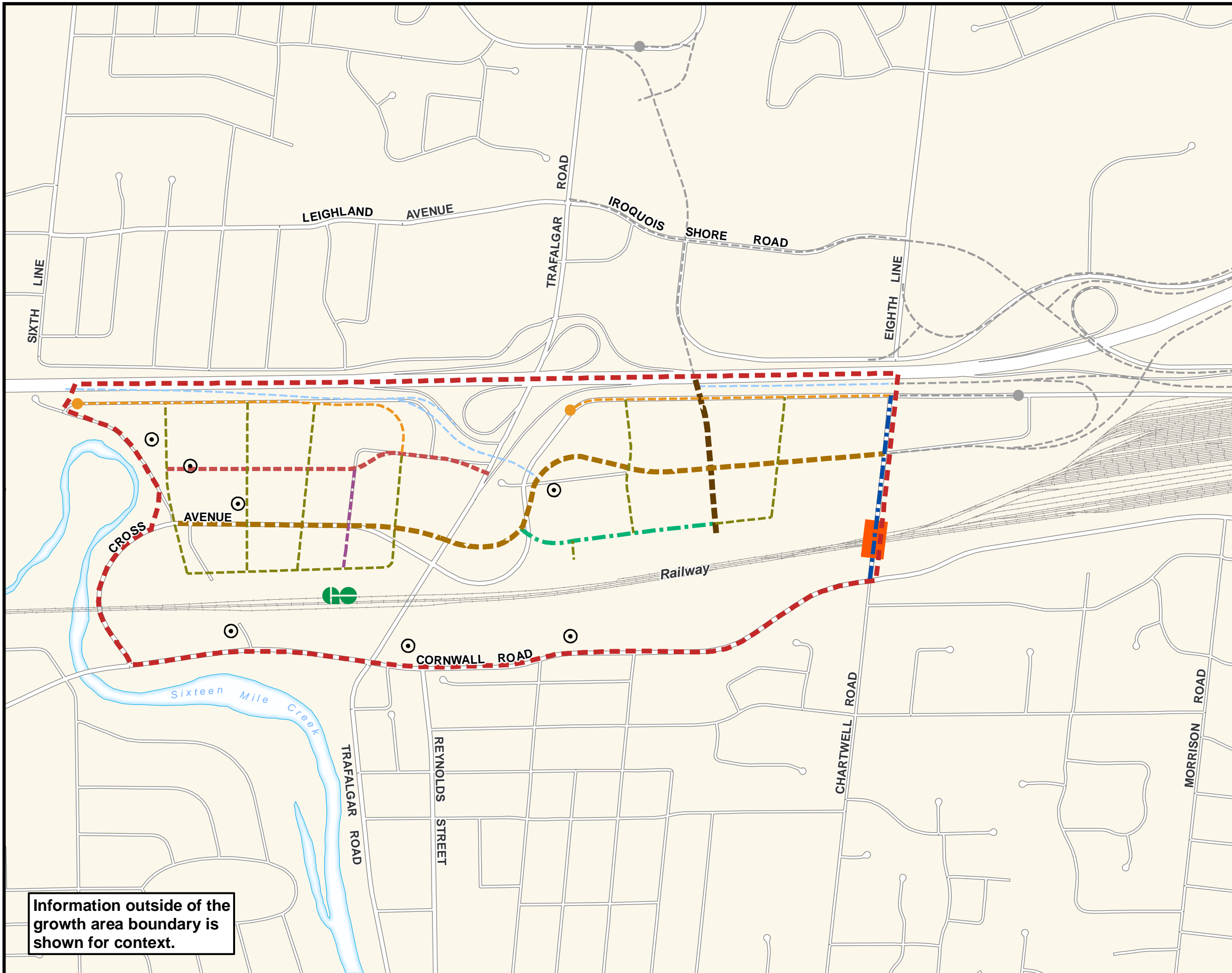


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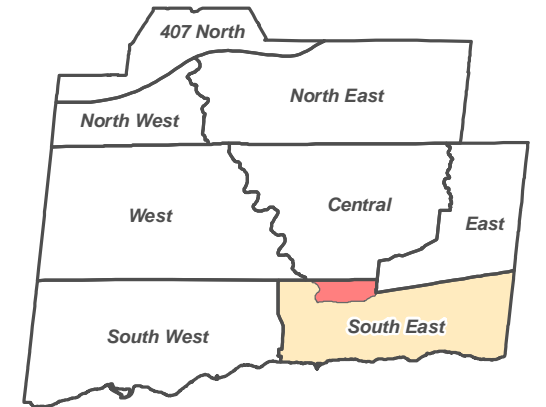
August 31, 2021




Information outside of the growth area boundary is shown for context.



SCHEDULE L3 MIDTOWN OAKVILLE TRANSPORTATION NETWORK

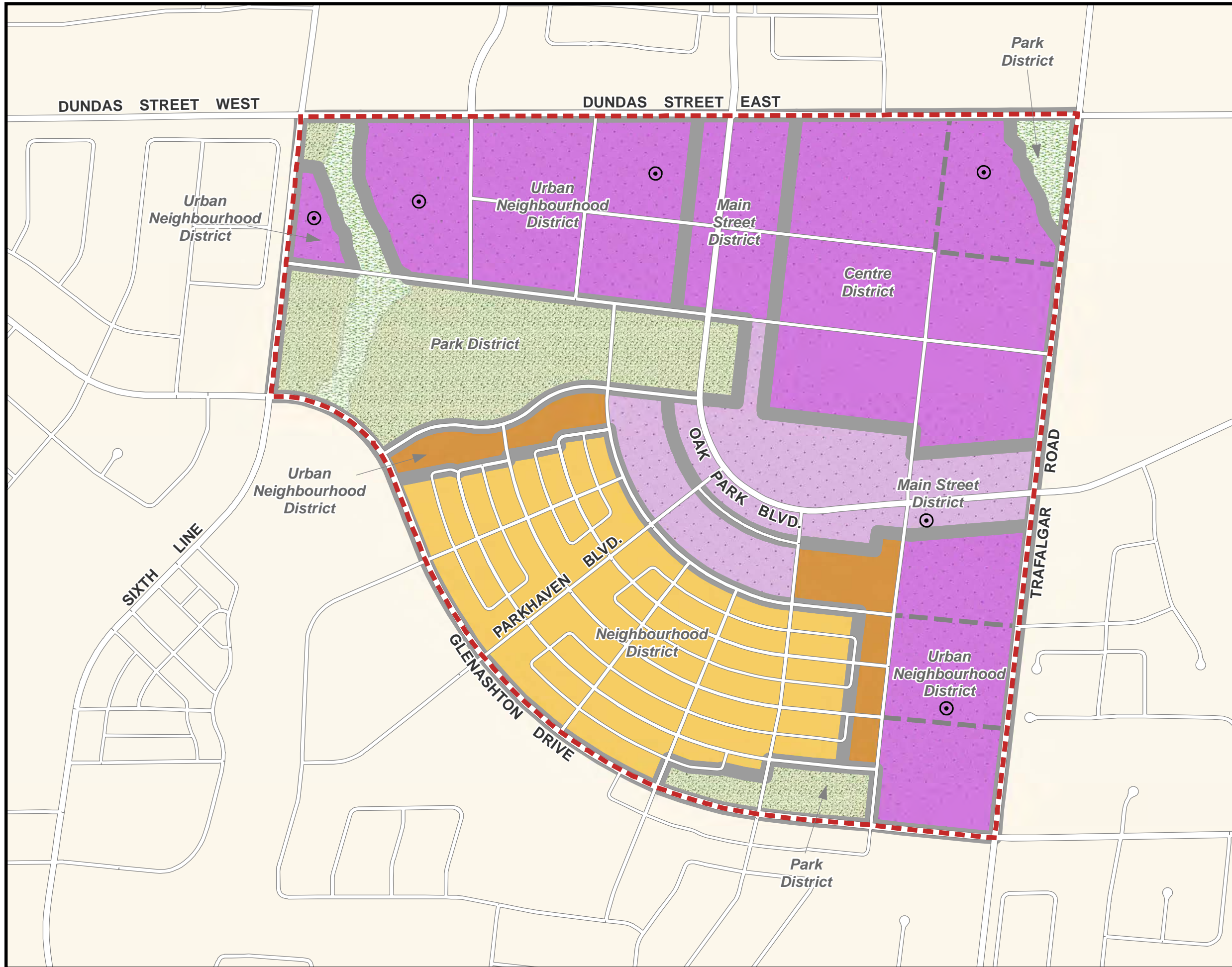


-  Growth Area Boundary
-  Existing Road Network
-  Future 32 m Multi-Purpose Arterial Road (North-South Crossing)
-  Future 28 m Minor Arterial Road (Cross Avenue)
-  Future 26 m Local Road (Station Road)
-  Future 24 m Minor Arterial Road (Chartwell Road)
-  Future 22 m Local Road
-  Future 20 m Local Road
-  Future 19 m Local Road
-  Future 18 m Local Road
-  Future Ramp
-  Future Cul-de-sac
-  Future Railway Grade Separation
-  Railway
-  Major Transit Station
- Refer to Part E, Midtown Oakville, for Growth Area Policies
-  Refer to Part E, Midtown Oakville Exceptions

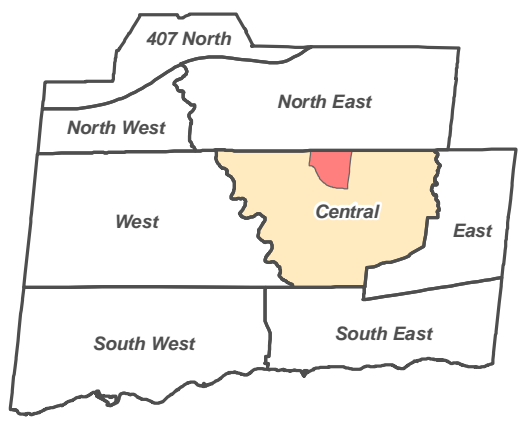


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SCHEDULE M1 UPTOWN CORE LAND USE



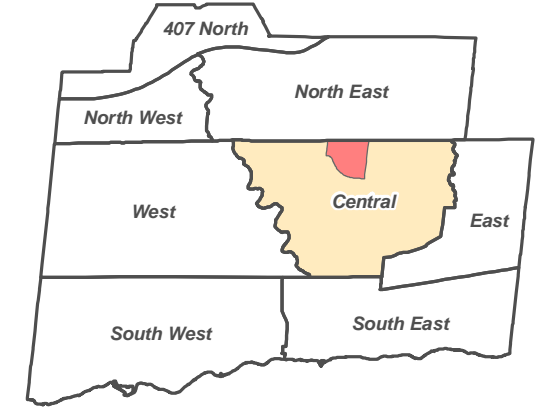
- GROWTH AREA BOUNDARY
 - MEDIUM DENSITY RESIDENTIAL
 - HIGH DENSITY RESIDENTIAL
 - MAIN STREET 2
 - URBAN CORE
 - NATURAL AREA
 - PARKS AND OPEN SPACE
 - DISTRICT BOUNDARIES
 - PROPOSED ROADS
- Refer to Part E, Uptown Core, for Growth Area Policies
- Refer to Part E, Uptown Core Exceptions



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SCHEDULE M2 UPTOWN CORE BUILDING HEIGHTS



- GROWTH AREA BOUNDARY
- 2 - 4 STOREYS
- 4 - 6 STOREYS
- 6 - 8 STOREYS
- 4 - 12 STOREYS
- 8 - 12 STOREYS
- 12 - 16 STOREYS
- 16 - 18 STOREYS
- NATURAL AREA
- PARKS AND OPEN SPACE
- LANDS ELIGIBLE FOR BONUSING
- DISTRICT BOUNDARIES
- PROPOSED ROADS

Refer to Part E, Uptown Core, for Growth Area Policies

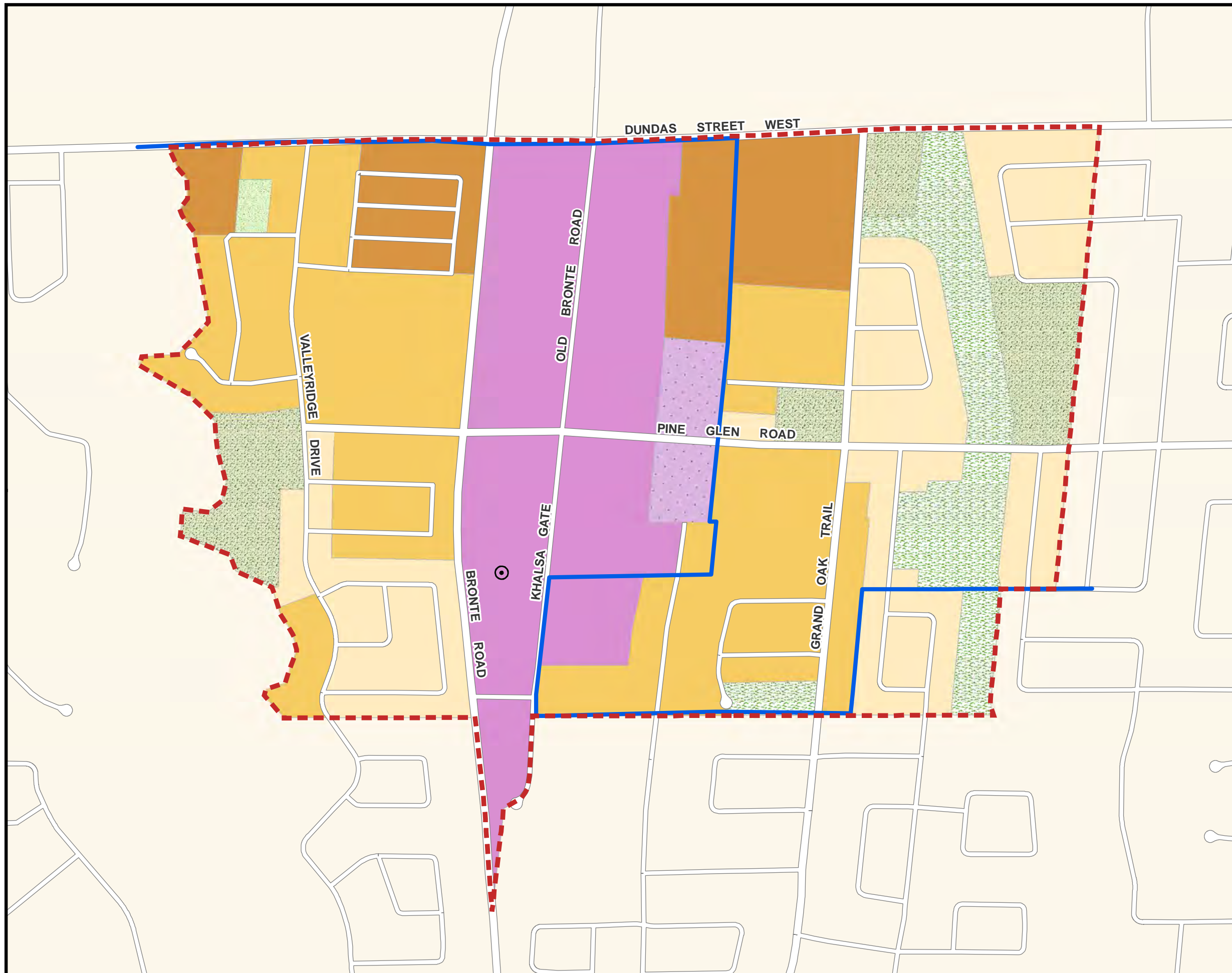
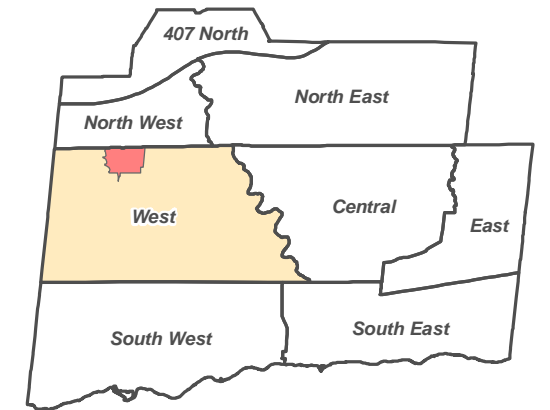
Refer to Part E, Uptown Core Exceptions



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SCHEDULE N PALERMO VILLAGE LAND USE



- BUILT BOUNDARY
- GROWTH AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- MAIN STREET 2
- URBAN CENTRE
- NATURAL AREA
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE

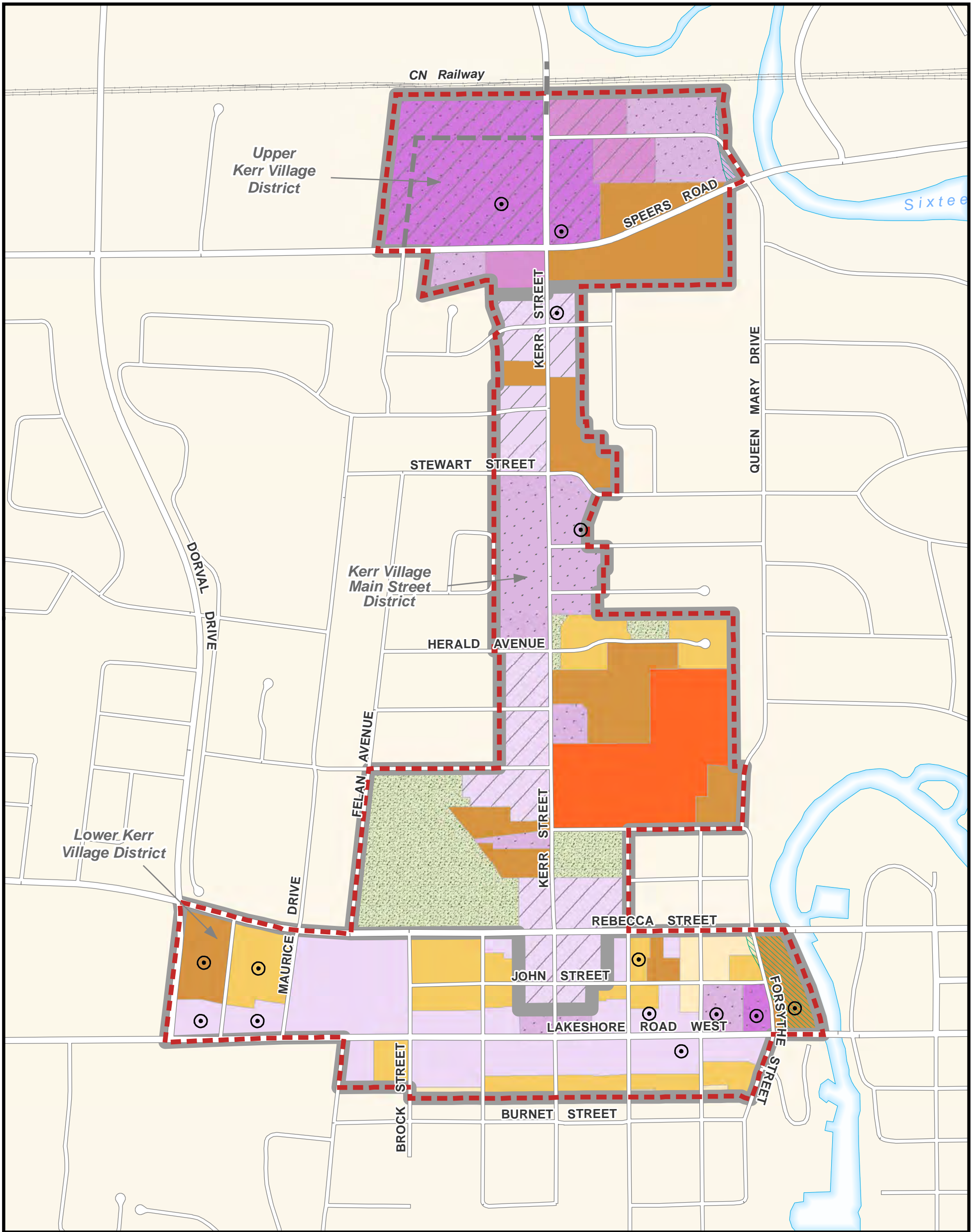
Refer to Part E, Palermo Village, for Growth Area Policies

Refer to Part E, Palermo Village Exceptions

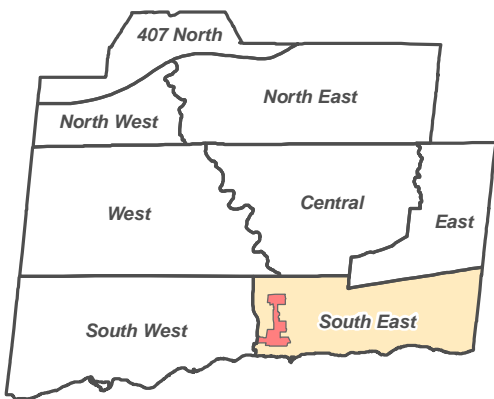



















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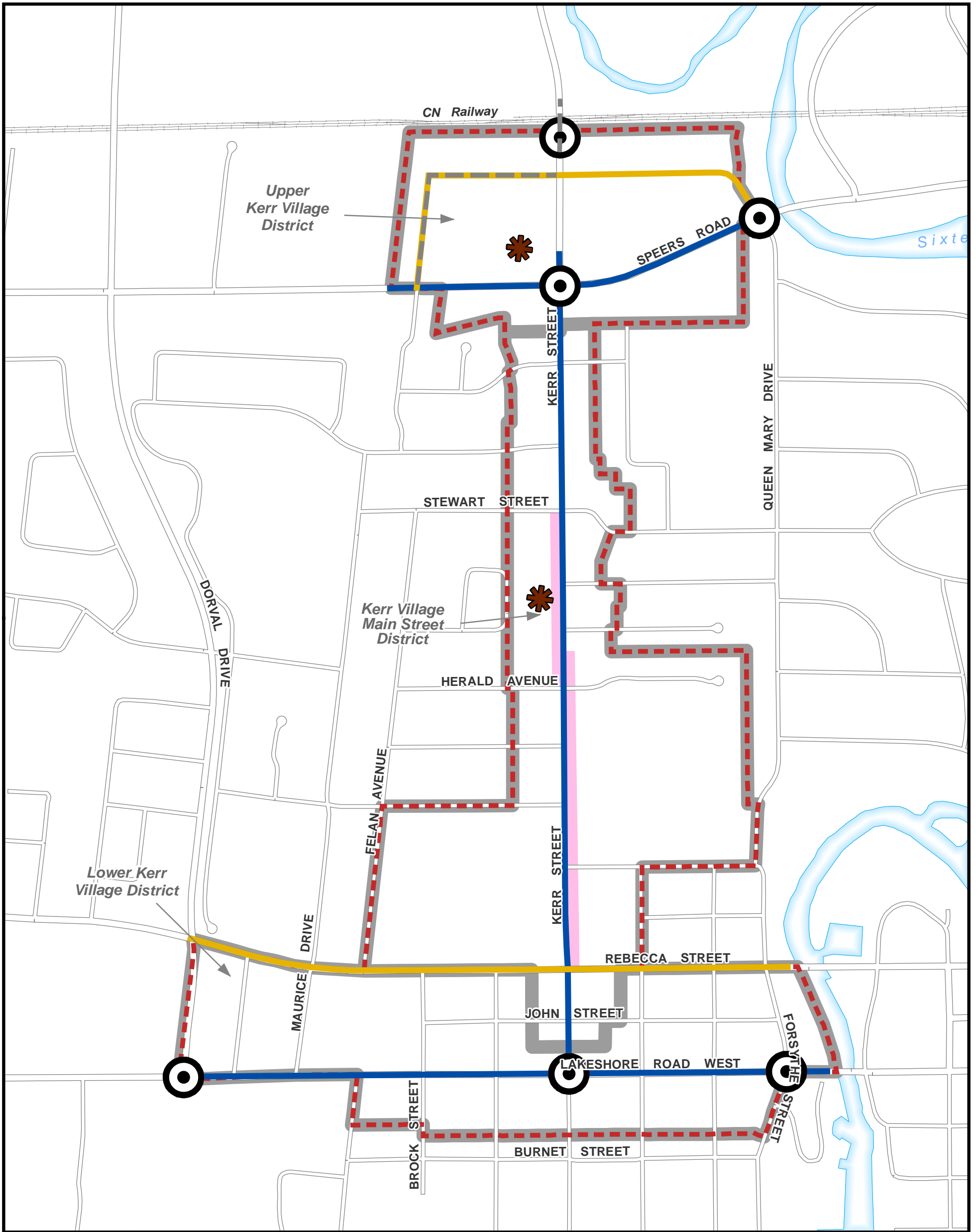
SCHEDULE 01 KERR VILLAGE LAND USE



- | | | | |
|---|----------------------------|---|---|
|  | GROWTH AREA BOUNDARY |  | PARKS AND OPEN SPACE |
|  | LOW DENSITY RESIDENTIAL |  | GREENBELT - URBAN RIVER VALLEY |
|  | MEDIUM DENSITY RESIDENTIAL |  | LANDS ELIGIBLE FOR BONUSING |
|  | HIGH DENSITY RESIDENTIAL |  | DISTRICT BOUNDARIES |
|  | MAIN STREET 1 |  | PROPOSED ROADS |
|  | MAIN STREET 2 |  | RAILWAY |
|  | URBAN CENTRE |  | Refer to Part E, Kerr Village, for Growth Area Policies |
|  | URBAN CORE |  | Refer to Part E, Kerr Village Exceptions |
|  | INSTITUTIONAL | | |



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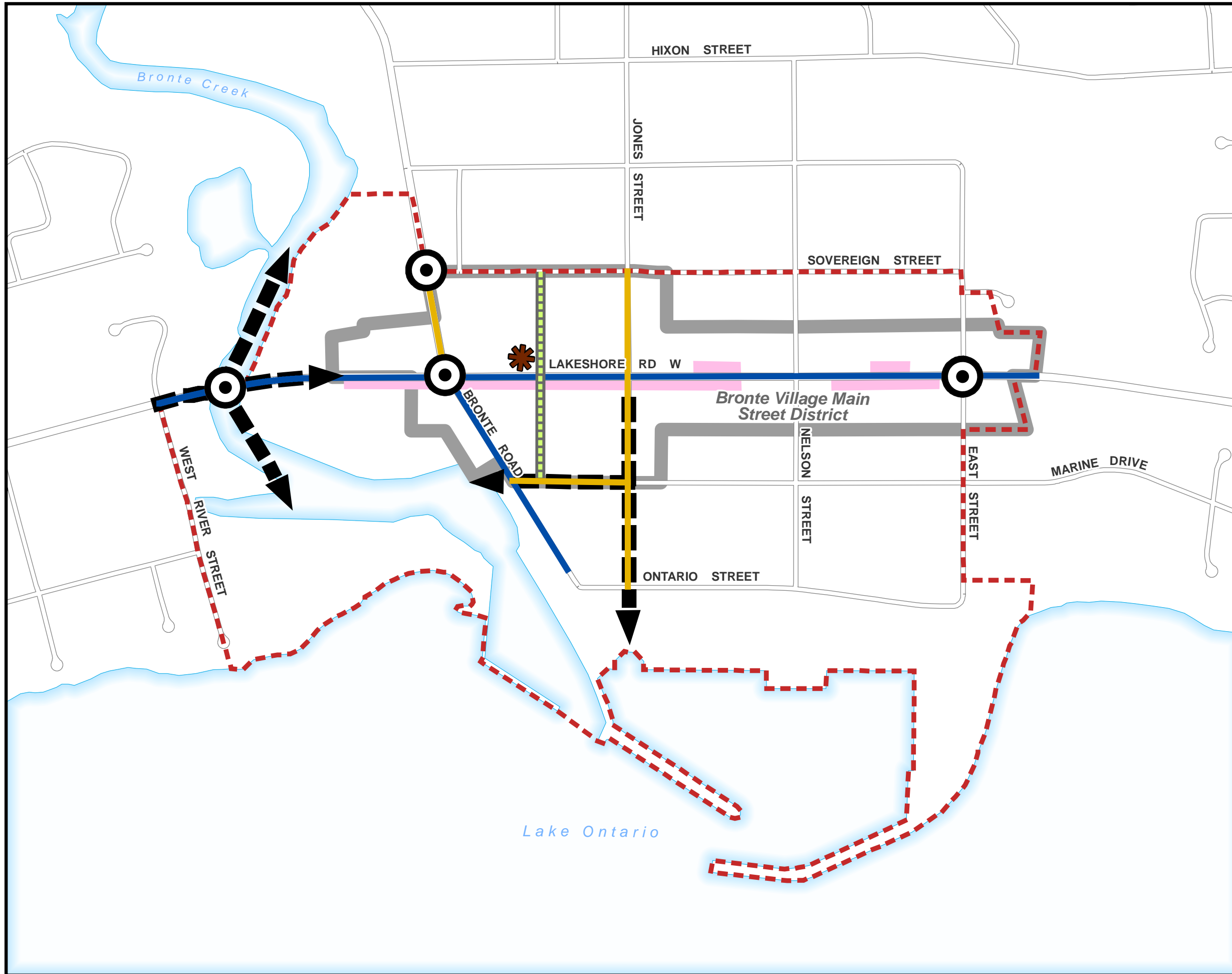
SCHEDULE O2 KERR VILLAGE URBAN DESIGN



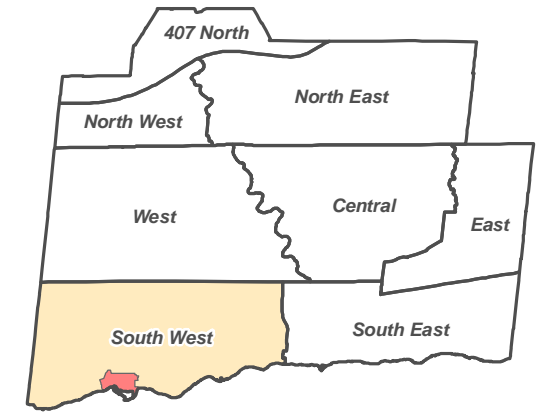
- GROWTH AREA BOUNDARY
- PRIMARY STREET
- SECONDARY STREET
- ENHANCED STREETScape AREA
- URBAN SQUARE
- GATEWAY
- DISTRICT BOUNDARY
- PROPOSED ROADS
- RAILWAY












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SCHEDULE P2 BRONTE VILLAGE URBAN DESIGN

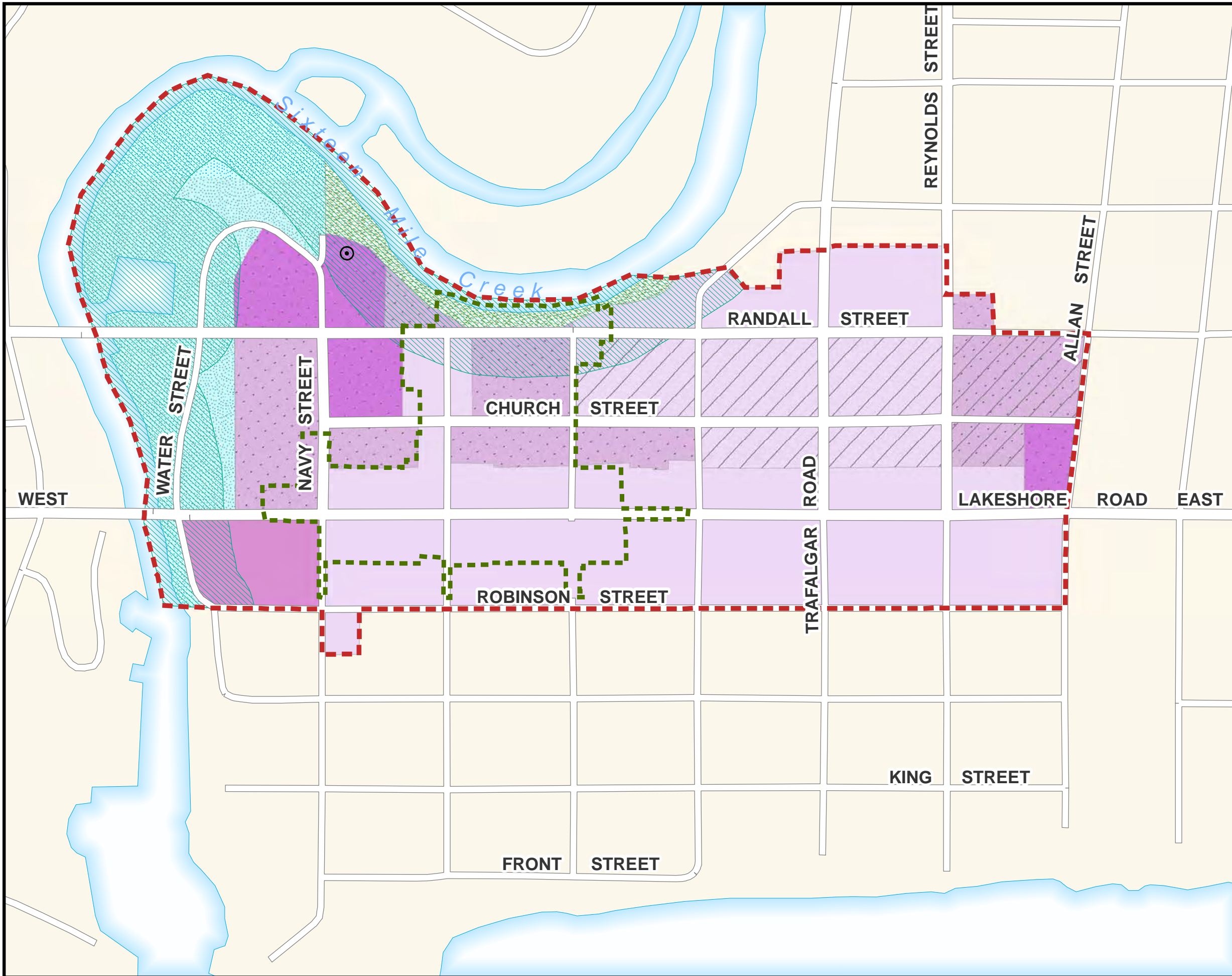


-  GROWTH AREA BOUNDARY
-  PRIMARY STREET
-  SECONDARY STREET
-  ENHANCED STREETScape AREA
-  URBAN SQUARE
-  GATEWAY
-  VIEW CORRIDOR
-  PEDESTRIAN CONNECTION
-  DISTRICT BOUNDARY



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SCHEDULE Q1 DOWNTOWN OAKVILLE LAND USE

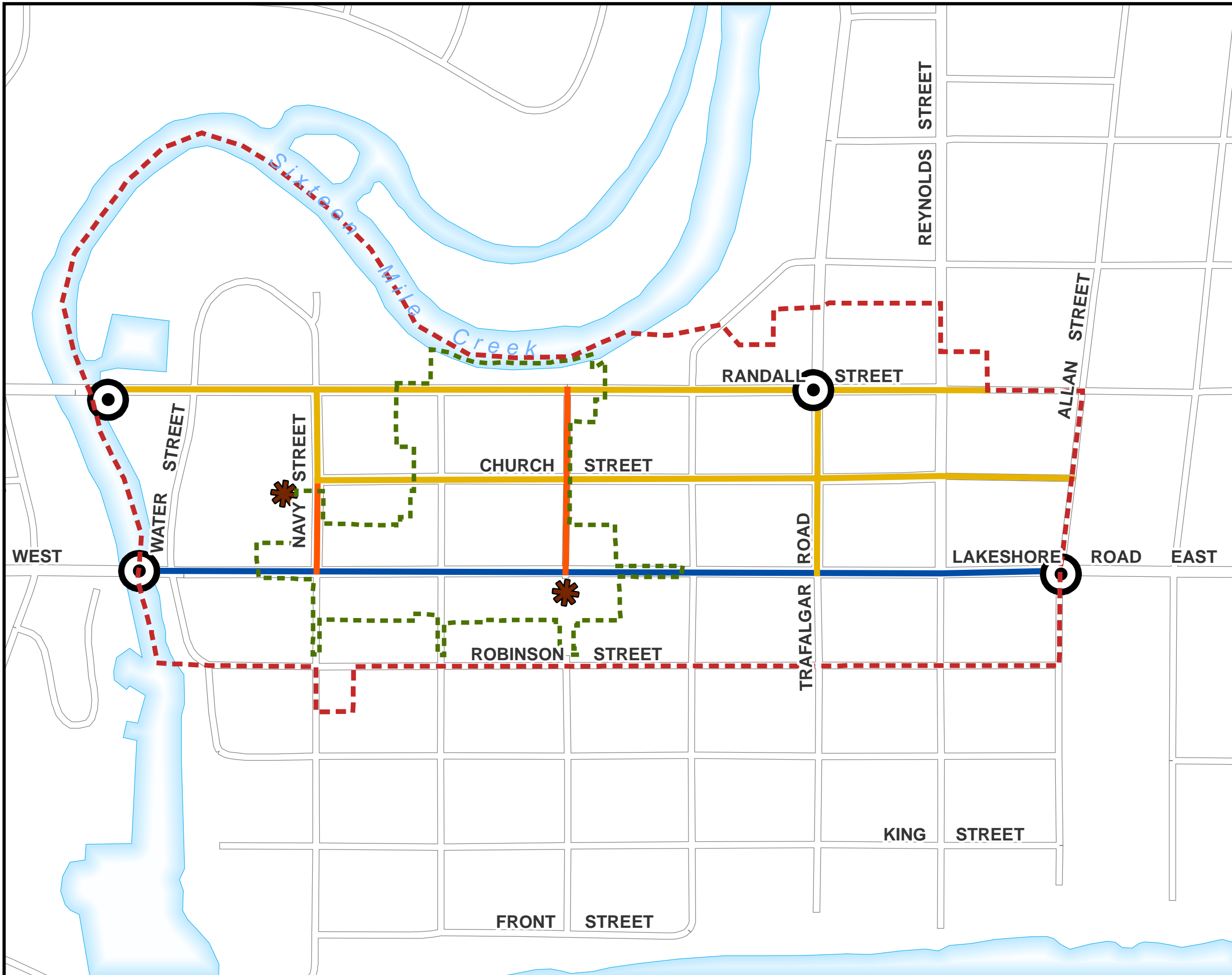


- GROWTH AREA BOUNDARY
- MAIN STREET 1 (2 - 4 STOREYS) *
- MAIN STREET 2 (4 - 6 STOREYS) *
- URBAN CENTRE (6 - 8 STOREYS) *
- URBAN CORE (8 - 12 STOREYS) *
- NATURAL AREA
- GREENBELT - URBAN RIVER VALLEY
- WATERFRONT OPEN SPACE
- LANDS ELIGIBLE FOR BONUSING (UP TO 2 STOREYS)
- DOWNTOWN OAKVILLE HERITAGE CONSERVATION DISTRICT
- Refer to Part E, Downtown Oakville, Exceptions
- * Refer to Part E, Downtown Oakville, for building height policies







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SCHEDULE Q2 DOWNTOWN OAKVILLE URBAN DESIGN

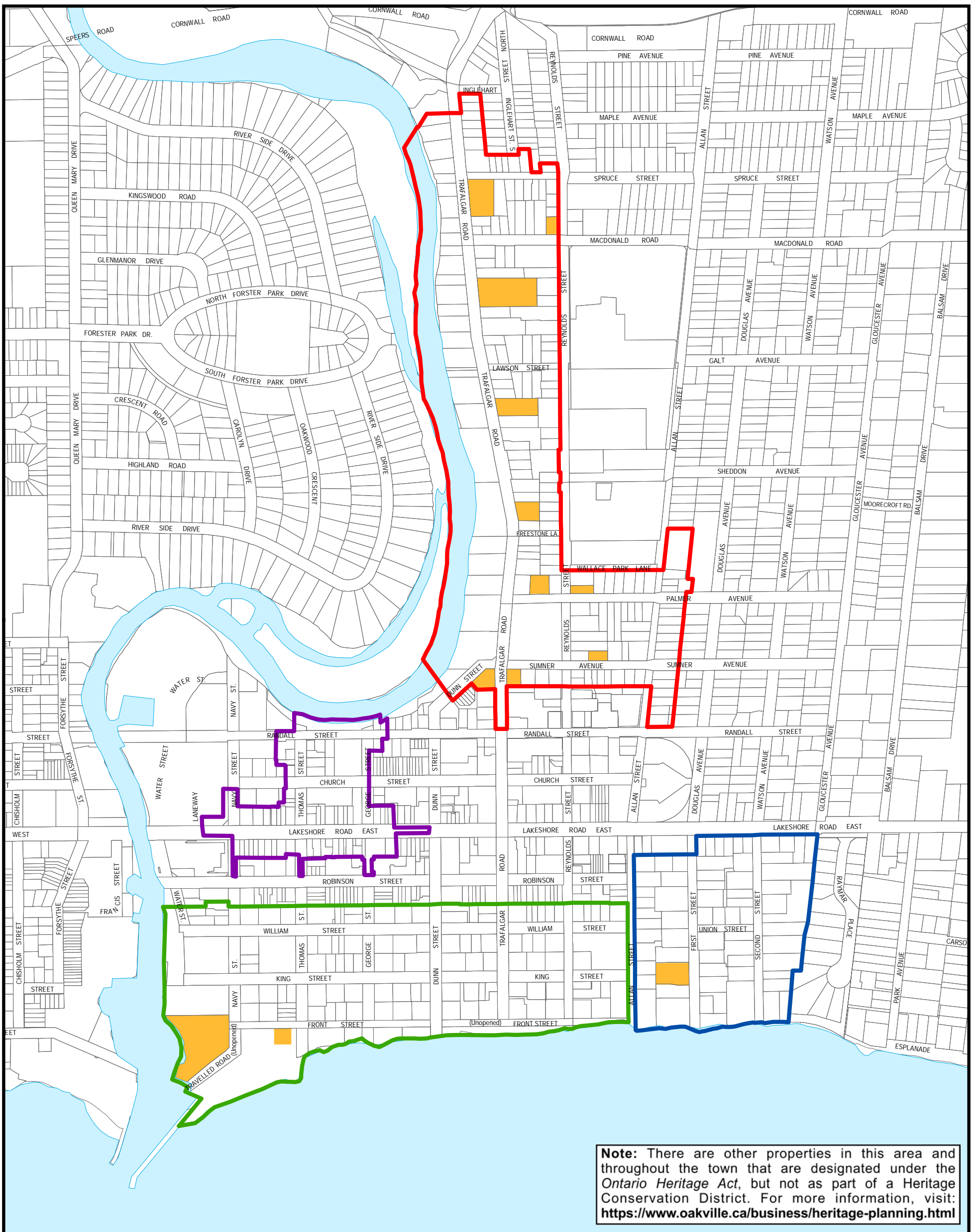


-  GROWTH AREA BOUNDARY
-  PRIMARY STREET
-  SECONDARY STREET
-  FLEXIBLE STREET
-  URBAN SQUARE
-  GATEWAY
-  DOWNTOWN OAKVILLE HERITAGE CONSERVATION DISTRICT



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APPENDIX 1 HERITAGE CONSERVATION DISTRICTS

- | | |
|--|--|
| <ul style="list-style-type: none"> — Old Oakville Heritage Conservation District — First and Second Street Heritage Conservation District | <ul style="list-style-type: none"> — Trafalgar Road Heritage Conservation District — Downtown Oakville Heritage Conservation District |
| <ul style="list-style-type: none"> ■ Properties Excluded from District Designation | |

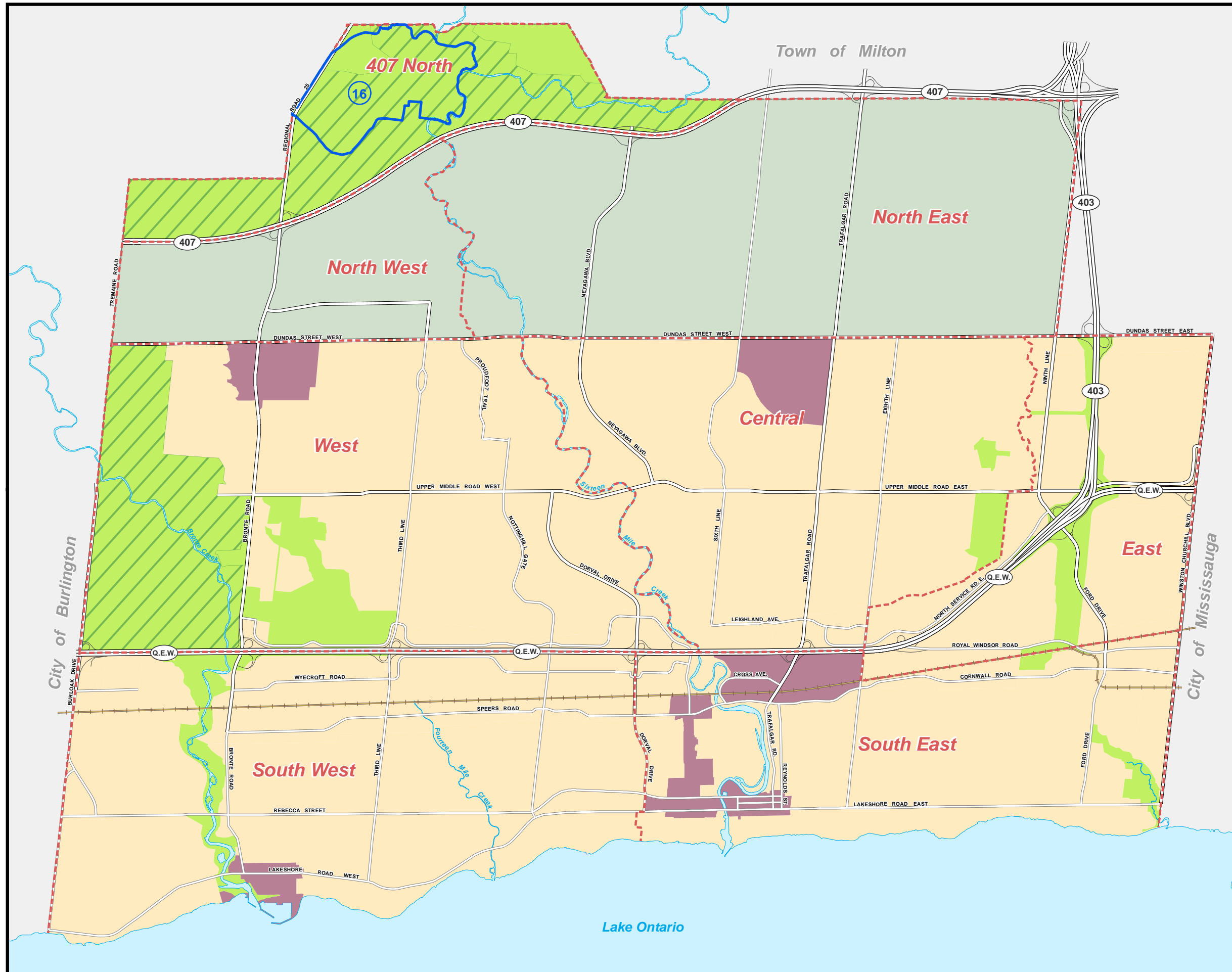









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APPENDIX 2 SITE-SPECIFIC APPEAL OF LIVABLE OAKVILLE

The lands indicated are not subject to the policies and schedules of the Livable Oakville Plan pending adjudication of the following site-specific appeal (Ontario Land Tribunal Case No. PL100058):

- Trafalgar Moraine ANSI,
Appellant # 16: Melrose Investments Inc. et al



-  SITE-SPECIFIC APPEAL (OLT Case No. PL100058)
-  SCHEDULE AREA BOUNDARY
-  GROWTH AREAS
-  PARKWAY BELT
-  GREENBELT
-  LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN
-  RAILWAY LINE



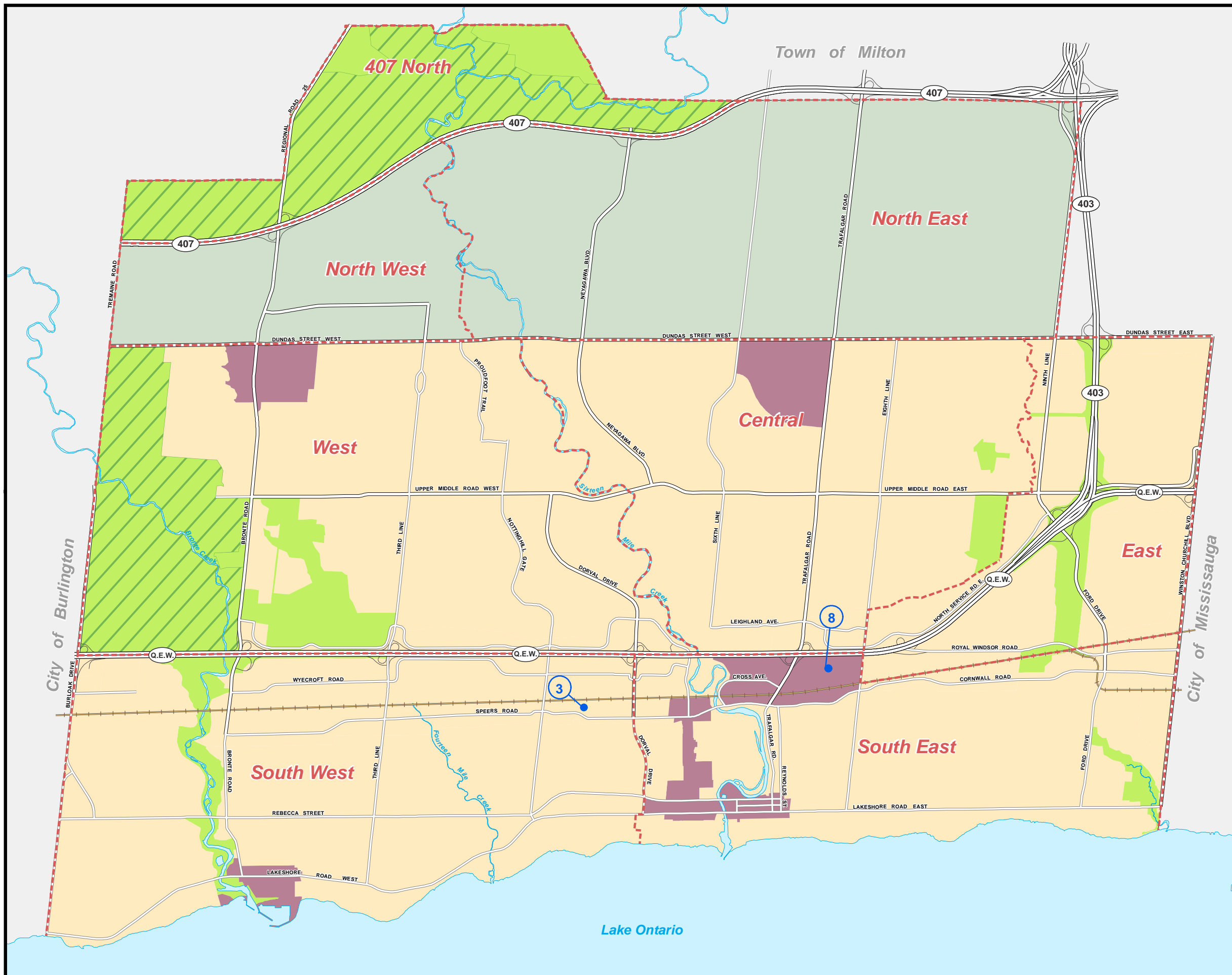
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August 31, 2021

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APPENDIX 3 SITE-SPECIFIC APPEALS OF OPA 4

The lands indicated are not subject to OPA 4 pending adjudication of the following site-specific appeals (Ontario Land Tribunal Case No. PL140317):

- 467, 483 and 487 Speers Road, Appellant # 3: Bellven Investments Ltd.
- 420 and 468 South Service Rd. E. Appellant # 8: General Electric



- SITE-SPECIFIC APPEALS (OLT Case No. PL140317)
- SCHEDULE AREA BOUNDARY
- GROWTH AREAS
- PARKWAY BELT
- GREENBELT
- LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN
- RAILWAY LINE

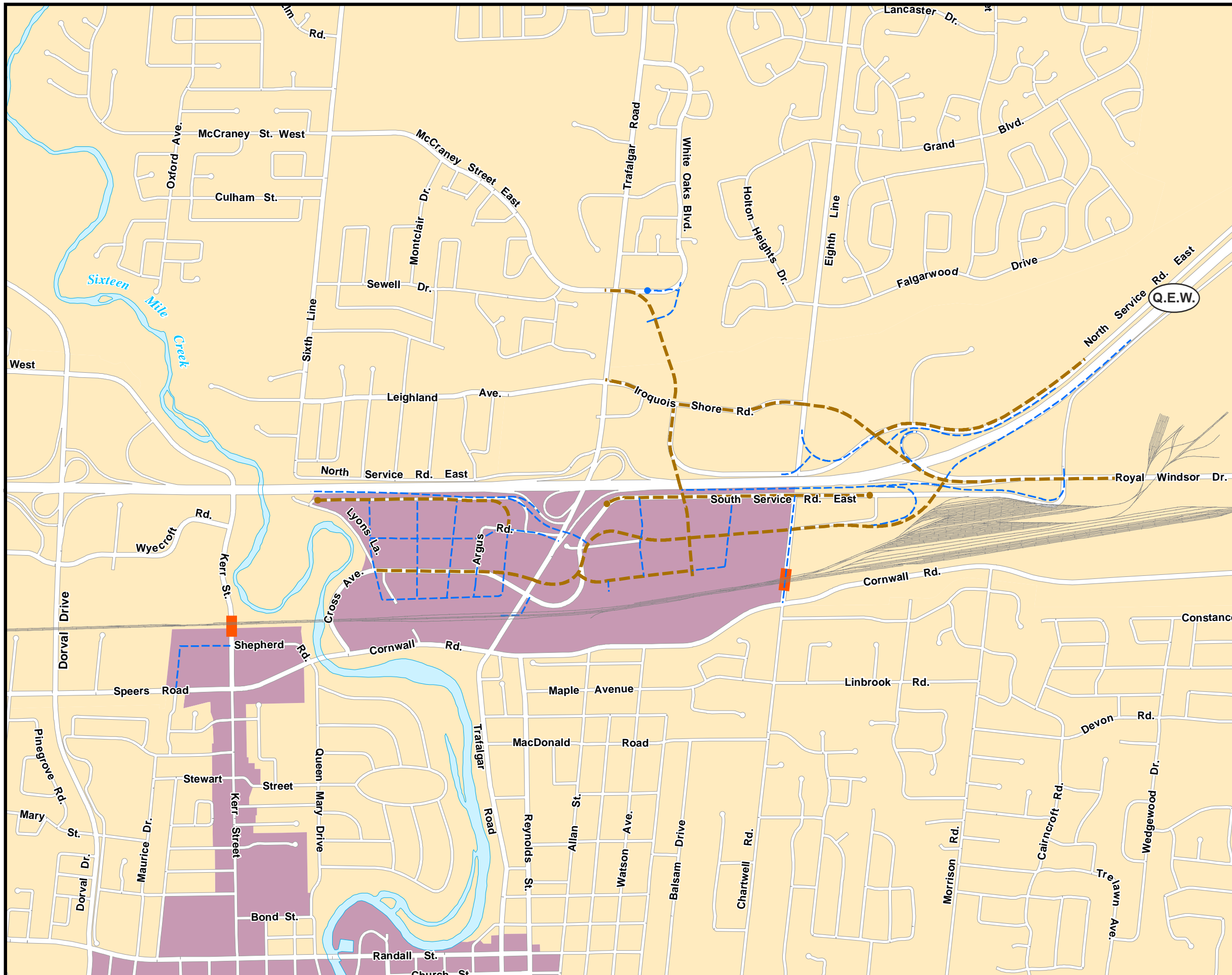









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APPENDIX 4 MIDTOWN OAKVILLE AND AREA TRANSPORTATION NETWORK



-  Growth Areas
-  Existing Road Network
-  Future EA Roads
-  Future Local Roads
-  Future Railway Grade Separation
-  Railway
-  Major Transit Station



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