

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:
- a) effectively screen parked vehicles from view from the public realm;
 - b) provide shade, wind break, and visual relief from hard surfaces;
 - c) clearly define the vehicular circulation route(s); and,
 - d) 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:
- a) include active uses at grade,
 - b) locate parking spaces towards the rear of the structure; and
 - c) 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.

