

## 20. MIDTOWN OAKVILLE

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

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

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

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

### 20.1 Goal

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

### 20.2 Objectives

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

#### 20.2.1 To create *transit-supportive development* by:

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

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

20.2.2 To create a vibrant and complete new community by:

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

20.2.3 To achieve required growth targets by:

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

### 20.3 Development Concept

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

### 20.3.1 Station District

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

### 20.3.2 Trafalgar District

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

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

### 20.3.3 Lyons District

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

### 20.3.4 Chartwell District

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

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

#### 20.3.5 Cornwall District

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

### 20.4 Functional Policies

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

#### 20.4.1 Transportation

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

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

### 20.4.2 Urban Design

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

### 20.4.3 Stormwater Management

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

### 20.4.4 Growth Targets

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

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

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

## 20.5 Land Use Policies

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

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

- 20.5.6 On lands designated Urban Core within the Lyons District the following uses may also be permitted:
- a) single-use buildings; and,
  - b) townhouses and stacked townhouses, with a minimum height of three storeys, in combination with permitted residential or mixed use buildings.
- 20.5.7 On the lands designated Office Employment within the Trafalgar District the following uses may also be permitted:
- a) civic uses, including government offices and a court house;
  - b) a public plaza appropriate for an array of public event uses;
  - c) a large-scale recreational facility of Town-wide or regional significance; and,
  - d) municipal parking facilities.
- 20.5.8 On the lands designated Office Employment within the Chartwell District, *educational facilities* affiliated with a college or university may also be permitted.
- 20.5.9 The minimum building height requirements applying to apartment buildings may be reduced to a minimum of two storeys for the portions of the buildings that incorporate common amenity and recreational space, and similar uses, which are ancillary to the residential use.
- 20.6 Midtown Oakville Exceptions – Schedules L1, L2 and L3**
- The following additional policies apply to certain lands on Schedule L1, Midtown Oakville Land Use, Schedule L2, Midtown Oakville Building Heights, and Schedule L3, Midtown Oakville Transportation Network.
- 20.6.1 The lands designated High Density Residential at the northwest corner of Cornwall Road and Old Mill Road are subject to the following additional policies:
- a) A maximum residential density of 300 units per site hectare is permitted.
  - b) A maximum building height of 12 storeys, excluding one interior mezzanine level, may be permitted at 70 Old Mill Road.
  - c) A maximum of 155 square metres of net leasable commercial floor area may also be permitted at 70 Old Mill Road.
- 20.6.2 The lands designated High Density Residential and known as 599 Lyons Lane are subject to the following additional policies:

- a) A maximum building height of 26 storeys may be permitted subject to the owner entering into an agreement under section 37 of the *Planning Act*.
- b) Underground structures, and above-ground architectural features, *utilities* and driveways, may encroach into the 15 metre setback, up to the nearest limit of the municipal right-of-way, subject to compliance with Conservation Halton requirements and regulations.

20.6.3 The lands designated Urban Centre and Community Commercial at the northeast corner of Cornwall Road and Trafalgar Road are recognized as permitting the existing commercial centre and are subject to the following additional policy:

- a) Redevelopment in this location may occur gradually in a phased manner and should:
  - i) provide an attractive gateway to Midtown Oakville and a transition to the established residential neighbourhood to the south; and,
  - ii) be a collection of buildings, diverse in design and *character*, and in harmony with each other.
- b) Notwithstanding Schedule L2, Midtown Oakville Building Heights, the maximum building heights for the towers municipally known as 281 Cornwall Road and 291 Cornwall Road shall be 14 storeys and 19 storeys, respectively.

20.6.4 The lands designated Urban Centre and Urban Core at the northeast corner of Cross Avenue and Lyons Lane, and known collectively as the Trafalgar Village Mall, are subject to the following additional policies:

- a) Redevelopment will occur gradually in a phased manner.
- b) The proposed roads, as shown on Schedule L3, shall only be required as part of a comprehensive site redevelopment.
- c) New large format retail and retail warehouse uses may also be permitted provided that they are located within mixed use buildings developed in conformity with this Plan.

20.6.5 On the lands designated Office Employment, known as 354 Davis Road, access shall be provided to the existing property at the time of construction of the future Cross Avenue and future ramp as identified on Schedule L3.

## 20.7 Implementation Policies

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

## 20.7.1 Phasing/Transition

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

## 20.7.2 Bonusing

- a) The Town may allow increases in building height in the areas of Midtown Oakville delineated on Schedule L2, without amendment to this Plan, in exchange for the provision of public benefits as listed in section 30.8.2, and with priority given to those public benefits in section 20.7.2 c).
- b) Bonusing shall only be permitted if:
  - i) in conformity with section 20.7.1; and,
  - ii) supported by a transportation impact analysis which confirms that the additional *development* will not adversely impact the transportation network or, where cumulative impacts are identified, such impacts are accommodated

through road and transit improvements which are to be provided through agreement by the applicant.

- c) Public benefits considered appropriate for the application of increased building height in Midtown Oakville include, but are not limited to:
  - i) grade separated pedestrian and cycling facilities across the QEW, railway tracks or Trafalgar Road;
  - ii) community facilities such as:
    - a creative centre, including studio, office, exhibition, performance and retail space; and,
    - a library;
  - iii) improved local transit facilities and transit user amenities;
  - iv) parkland improvements beyond the minimum standards for public squares and plazas; and,
  - v) public art.
- d) For the purposes of bonusing in Midtown Oakville, there is no prescribed building height limit and no Official Plan amendment shall be required to increase building height as a result of bonusing.

### 20.7.3 Programs and Initiatives

#### a) Implementation Strategy

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

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

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

## 21. UPTOWN CORE

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

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

### 21.1 Goal

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

### 21.2 Objectives

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

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

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

21.2.2 Achieve a high quality level of urban design by:

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

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

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

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

### 21.3 Development Concept

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

#### 21.3.1 Neighbourhood District

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

#### 21.3.2 Urban Neighbourhood District

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

#### 21.3.3 Centre District

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

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

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

#### 21.3.4 Main Street District

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

#### 21.3.5 Park District

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

### 21.4 Functional Policies

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

#### 21.4.1 Transportation

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

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

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

#### 21.4.2 Public Realm

- a) Urban Square

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

- b) Parks

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

#### 21.4.3 Urban Design

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

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

#### 21.4.4 Growth Targets

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

### 21.5 Land Use Policies

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

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

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

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

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

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

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

a) Interim Development

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

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

b) New Development

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

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

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

## 21.6 Uptown Core Exceptions – Schedules M1 and M2

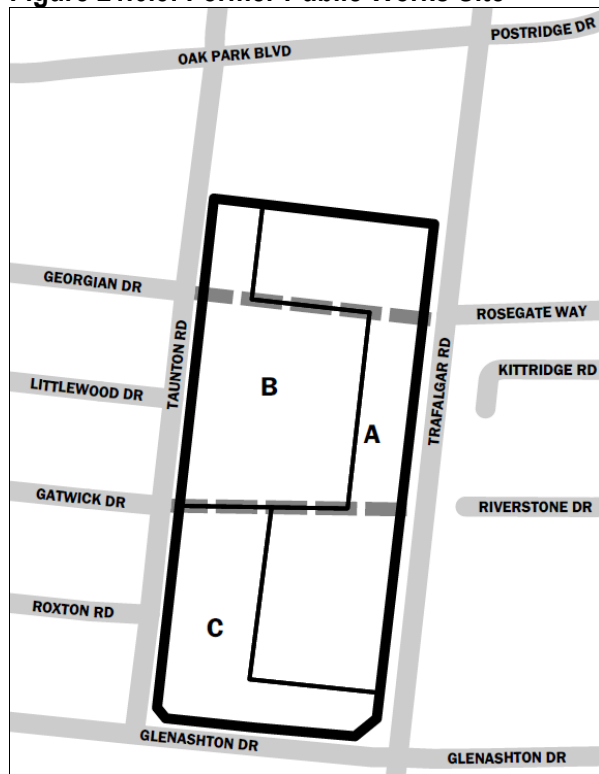
The following additional policies apply to certain lands on Schedule M1, Uptown Core Land Use, and Schedule M2, Uptown Core Building Heights.

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

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

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

**Figure 21.6.5: Former Public Works Site**



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

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

## 21.7 Implementation Policies

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

### 21.7.1 Phasing/Transition

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

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

#### 21.7.2 Bonusing

- a) The Town may allow increases of up to four storeys beyond the maximum permitted building height in the areas of the Uptown Core delineated on Schedule M2, without amendment to this Plan. The additional height may be allowed in exchange for the provision of public benefits as listed in section 30.8.2, and with priority given to those public benefits noted in section 21.7.2 c).
- b) Bonusing shall only be permitted within the Uptown Core if supported by a transportation impact analysis which identifies cumulative impacts and confirms that the additional *development* will not adversely impact the transportation network or, where cumulative impacts are identified, that such impacts are accommodated through transportation improvements which are to be provided through agreement by the applicant.
- c) Public benefits considered appropriate for the application of increased height and density in the Uptown Core may include, but are not limited to:
  - i) a pedestrian boardwalk along the west edge of the pond in Memorial Park, south of Wellspring;
  - ii) a trail system around the ponds in Memorial Park including a pedestrian bridge crossing;
  - iii) the completion of the Trafalgar Memorial space;

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

## 22. PALERMO VILLAGE

Palermo Village is a *strategic growth area* in northwest Oakville where mixed use *development* and *intensification* shall be accommodated. It is identified as a node and proposed regional transit node in the Town's Urban Structure and is located at the intersection of two *regional transit priority corridors*, Dundas Street West and Bronte Road, and extending north to Hwy 407.

Palermo Village will develop over a number of years with a mix of residential, commercial, office and community uses that are integrated with existing *cultural heritage resources*. It will become a high density, *transit-supportive* and pedestrian-oriented *complete community*.

Palermo Village is planned to include an important civic presence with various community uses, parks and open spaces suitable for many types of gatherings, as well as pedestrian and cycling linkages to an extensive natural heritage system. These elements, and the concentration of retail, service commercial and office uses, will make this area a destination for the surrounding communities of northwest Oakville.

The natural heritage system that surrounds Palermo Village north of Dundas Street will provide a buffer from employment uses and Highway 407.

The boundary of Palermo Village is identified on Schedule N1, Palermo Village Land Use.

### 22.1 Goal

Palermo Village will be an urban, *transit-supportive*, pedestrian-oriented, mixed use *complete community*, surrounded by an extensive natural heritage system and trails.

### 22.2 Objectives

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

22.2.1 To develop a balanced *Strategic Growth Area* by:

- a) providing a focus for community uses and commercial activities to support the communities in the northwest part of the Town;
- b) facilitating *development* and redevelopment in a comprehensive manner;
- c) prioritizing *active transportation* and transit use;
- d) providing a range and mix of uses, including office uses and housing options, including *affordable housing*;

- e) conserving *cultural heritage resources* and integrating them into new *developments*;
- f) identifying appropriate sites for a transit terminal, a small-scale community centre and a branch library; and,
- g) providing parks and open spaces conducive to an urban context.

22.2.2 To ensure high quality urban design by:

- a) encouraging visually interesting and innovative design of spaces and built form;
- b) ensuring new *developments* are *compatible* with *cultural heritage resources*;
- c) providing attractive streetscapes through the comprehensive design of the public realm and built form that establishes a strong relationship between private *development* and public areas;
- d) creating a strong coherent urban image through the creation of:
  - i) an active urban community;
  - ii) a strong identifiable civic image;
  - iii) pedestrian and vehicular linkages between surrounding communities and throughout Palermo Village;
  - iv) a clearly defined main street with commercial *development* oriented to Old Bronte Road and Khalsa Gate; and,
  - v) streets and public spaces that have been defined by surrounding built form.

22.2.3 To achieve a connected network of natural heritage system features, parks and open space by:

- a) protecting the ecological health and integrity of existing natural features;
- b) establishing new parks and open spaces that connect with the natural heritage system; and,
- c) integrating parks and open spaces, including village squares and urban squares, with other uses and the road network.

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

- a) establishing and maintaining a road network for all users;
- b) protecting future road and transit rights-of-way;

- c) encouraging *transportation demand management* practices and increased utilization of public transit facilities and services;
- d) encouraging the elimination of above ground *utilities*, particularly along Old Bronte Road and Khalsa Gate; and,
- e) coordinating water and wastewater servicing allocation with Halton Region.

## 22.3 Development Concept

Palermo Village is comprised of four districts surrounded by extensive natural heritage and parks and open space systems. Each district will have a well-defined *character* in terms of function, land use and built form, and is to be developed in accordance with Schedules N1 and N2, and the following policies.

A new Palermo transit terminal, which is to be located in close proximity to Dundas Street West, is a critical component of this *transit-supportive*, pedestrian-oriented *complete community*. *Development* shall integrate and provide access to the new transit terminal where possible.

### 22.3.1 Main Street District

The Main Street District will be an active mixed use area focused on Old Bronte Road/Khalsa Gate, which will be a walkable main street with an enhanced streetscape. *Development* will have a *compact urban form* with pedestrian-oriented design that frames the main street. Uses that support a main street function will be provided on the ground floor of buildings fronting onto Old Bronte Road.

The District will provide for a full range of commercial, office, community and residential uses. Mixed use *development* will be predominately located along Old Bronte Road and is also directed to the intersection of Dundas Street West and Palermo Park Drive. High density residential uses may be permitted adjacent to Khalsa Gate and north of William Halton Parkway on Old Bronte Road.

*Cultural heritage resources* and small urban squares will be integrated into *development* to retain the area's heritage *character*, create interest and variety in the streetscape, and enable activity along the street.

Opportunities to connect the Main Street District across Dundas Street West (Regional Road 5) and across Bronte Road (Regional Road 25) will be pursued, including the provision of safe and convenient pedestrian linkages, in coordination with Halton Region.

### 22.3.2 Neighbourhood District

The Neighbourhood District is an established residential neighbourhood with a mix of housing forms, schools, parks and open spaces. There are limited opportunities for

physical change, but some intensification may occur as permitted by the applicable land use designations. Building heights and densities shall transition from the Civic and Main Street Districts to the surrounding lower-density residential community.

### 22.3.3 Civic District

The Civic District will become a hub of activity generating uses and a destination for surrounding communities. The District is envisioned to include a mix of commercial, institutional and office uses, a transit terminal, community centre and library, as well as a food store and other commercial uses, offices, *major office* uses as well as high density residential uses.

*Development* will be provided in a *transit-supportive, compact urban form* and is encouraged to be within mixed-use developments. Building heights and densities will transition down from Dundas Street and Bronte Road to the surrounding community. Retail and service commercial uses throughout the District will be oriented toward public streets and spaces.

The Civic District will also include one urban square to be co-located with another community use such as a community centre and branch library and one village square. Pedestrian connections are to be provided to the adjacent natural heritage system and open spaces, including any required stormwater management facilities.

A network of public roads will be established to support the creation of a walkable community. The community centre will provide opportunities for public gatherings and community events to enhance the civic function of the District.

### 22.3.4 Urban Neighbourhood District

The Urban Neighbourhood District will be a residential community comprised of high density, medium density and limited low density residential uses. High density residential uses will be directed east of Bronte Road. Retail, service and commercial uses that serve the needs of local residents may be permitted within high density residential buildings. A community park will be provided in a location central to the neighbourhood and may be connected to a school site. In addition, a village square will be located north of William Halton Parkway. The natural heritage system will provide a buffer between the District and future employment uses to the west and Highway 407.

### 22.3.5 Land Use Policies – General

Land use designations for Palermo Village are provided on Schedule N1. In addition to the policies of Parts C and D of this Plan, the following general land use policies apply to Palermo Village Area.

- a) The following land uses shall be permitted in all land use designations:

- i) accessory uses to the permitted uses;
  - ii) legally existing uses, buildings and structures;
  - iii) replacement of legally existing uses, buildings, and structures;
  - iv) new utilities and infrastructure within road allowances only for Core and Linkage Preserve Areas, Glenorchy Conservation Area and High and Medium Constraint Stream Corridor Areas.
- b) The following land uses shall be permitted in all designations except the Core and Linkage Preserve Areas, Glenorchy Conservation Area and High Constraint Stream Corridor Area designations, and Medium Constraint Stream Corridors, as identified on Schedule B2:
- i) stormwater management facilities;
  - ii) educational facilities, day care centres, except in hazardous lands;
  - iii) home occupations in any legally established residential unit, subject to the regulations of the Zoning By-law;
  - iv) public service facilities, except institutional or emergency services facilities in hazardous lands; and,
  - v) temporary sales pavilion.

#### 22.3.6 Land Use Policies – Natural Heritage System

Land use designations for Palermo Village are provided on Schedule N1. In addition to the policies of Parts C and D of this Plan, the following land use policies apply to lands designated Natural Heritage System in Palermo Village.

- a) The following uses shall be permitted in the Natural Heritage System Area designation:
- i) legally existing uses, buildings and structures; and,
  - ii) fish, wildlife and conservation management.
- b) The following uses may be permitted in the Natural Heritage System designation, provided a study has been undertaken, to the satisfaction of the Town and in consultation with Conservation Halton, identifying potential impacts on the Natural Heritage System and demonstrating that alternatives for minimizing impacts have been considered and appropriate approaches shall be applied:
- i) flood and stream bank erosion control;

- ii) fish, wildlife and conservation management;
  - iii) a stormwater outfall;
  - iv) relocated or deepened channels in Medium Constraint Stream Corridor Areas identified on Schedule B2, in accordance with the policies of this Plan;
  - v) roads and related utilities designed to minimize impacts;
  - vi) roads and related utilities crossings identified on Schedule C and/or Schedule K, provided structures are located outside High Constraint Stream Corridor Areas identified on Schedule B2 to the maximum extent possible or as defined through an Environmental Assessment or an Environmental Implementation Report (EIR);
  - vii) expansions to existing water and wastewater services;
  - viii) passive recreation features such as trails provided, they are located adjacent to the boundary of Linkage Preserve Areas identified on Schedule B2, or located within the buffer of Fourteen Mile Creek valley or other stream corridors if they are designed to minimize impacts on the natural environment;
- c) *Development* or land disturbances shall generally be prohibited.
- d) Grading for facilities outside of, but adjacent to the Natural Heritage System such as lots, roads and public facilities, shall be permitted in accordance with the directions established in the subwatershed study or appropriate Environmental Assessment.
- e) As part of the detailed planning process, minor modifications to the boundaries of the NHS designation may be considered to reflect differences in scale and level of detail or to better integrate natural and urban land uses to achieve a more compact, efficient urban form. However, such minor modifications will not negatively impact the natural heritage system as determined by the Town, in consultation with Conservation Halton, nor shall such minor modification result in any significant decrease in the size of the Natural Heritage component of the System.

## 22.4 Functional Policies

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

### 22.4.1 Transportation

- a) A transit terminal is required to serve inter-regional and local bus services and connections along Dundas Street, Bronte Road and Highway 407 and connect with local transit. The facility shall be located on the north side of Dundas Street with direct pedestrian access to Dundas Street. It is also intended that this site be integrated with *development* and become an anchor for the ongoing redevelopment of Palermo Village as a mixed use node.
- b) Passenger and operator amenities should be incorporated in the transit terminal, and into the building adjacent to the transit stop.
- c) New road, transit, and *active transportation infrastructure* as shown on Schedules C, D, N1 and N2, shall be provided to accommodate future growth and *development* in Palermo Village.
- d) The Town may secure rights-of-way for alignments shown on Schedules C, D, N1 and N2 through the planning approval process. Final rights-of-way shall be determined through detailed transportation studies, environmental assessments where required, and the planning approval process.
- e) Subject to section 8.2.3, changes to the requirements, location or alignment of new transit services, roads and pedestrian and cycling facilities, as shown on Schedules C, D, N1 and N2, will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained and *intensification* opportunities are not precluded.
- f) *Development* shall not preclude the following new roads as contemplated in this Plan:

**Table 6: Palermo Village Road and Section Right-of-Way Widths**

Road	From	To	Right-of-Way Width	Function / Criteria
Westerly extension of William Halton Parkway	Bronte Road	West of Palermo Village	26 m	<ul style="list-style-type: none"> <li>▪ intermediate degree of access control</li> <li>▪ up to four travel lanes</li> </ul>
Northerly extension of Valleyridge Drive	Dundas Street West	New east-west Road north of William Halton Parkway, south of new east-west Road at north end of Palermo Village	22 m	

Road	From	To	Right-of-Way Width	Function / Criteria
New east-west Road north of William Halton Parkway	Valleyridge Drive	Bronte Road	22 m	
New east-west and north-south, Street G	Valleyridge Drive	William Halton Parkway	20 m	
New east-west Road at north end of Palermo Village	Bronte Road	New north-south Road, west of Bronte Road	17 m	
Westerly extension of Greenwich Drive	Greenwich Drive	Old Bronte Road	18 m	▪ local road
Northerly extension of Baronwood Drive	Baronwood Drive	Westerly extension of Greenwich Drive	18 m	▪ local road

- g) *Development* shall protect for and not preclude a potential east-west street connection over Fourteen Mile Creek north of William Halton Parkway as illustrated in Schedules C, D, K, N1 and N2.
- h) The following right-of-way widths shall apply to Old Bronte Road and Khalsa Gate:
- i) Old Bronte Road, north of Dundas Street, shall be a minimum of 27.5 metres;
  - ii) Old Bronte Road, between Dundas Street and Pine Glen Road, shall be a minimum of 21 metres;
  - iii) Khalsa Gate, south of Pine Glen Road, shall be a minimum of 27.5 metres.
- i) Notwithstanding Table 4 in section 8.4, local roads shall have a minimum width of 17 metres, but may be reduced by one metre in width when a sidewalk is not required on both sides of the road in accordance with section 8.10.7 of this Plan.
- j) Vehicular access to properties abutting Bronte Road (Regional Road 25), Dundas Street West (Regional Road 5), and William Halton Parkway (Regional Road 40), should be from other roads or lanes. Any driveway from a Regional Road shall be subject to approval by Halton Region.

- k) *Development* shall provide for a modified grid road pattern and aligned intersections. Culs-de-sac shall not be permitted.
- l) A local road network shall be established as part of the *development* process, as required.
- m) Public lanes may be required to provide access to properties and are recommended in locations where:
  - i) they eliminate driveway access to developments from Old Bronte Road and Khalsa Gate to support their planned function as pedestrian-oriented main streets;
  - ii) driveway access is not permitted or feasible from an abutting road;
  - iii) they consolidate driveway access to properties that abut the lane; and,
  - iv) they increase the supply of on-street parking.
- n) *Development* shall provide for a complete and connected *active transportation* network.
- o) A facility to connect the Crosstown Trail across Bronte Road shall be encouraged to link one of the town's major *active transportation* connections.
- p) The Town shall plan for the provision of high frequency, integrated and connected transit service which supports a high degree of transit usage and *modal splits* to enable *intensification* opportunities within Palermo Village.
- q) *Development* should occur on public roads. Where it is demonstrated that a public road is not warranted, to the satisfaction of the Town, *development* through plans of condominium on private roads may be permitted provided all required services are appropriately accommodated and all applicable policies of this Plan are satisfied.
- r) Parking
  - i) Within the Urban Core, Urban Centre and High Density Residential designations, structured parking should be provided. Limited surface parking for commercial and visitor parking may be considered when appropriately sited and screened to minimize the view of the surface parking from the street.
  - ii) South of Dundas Street, the maximum portion of a lot that may be used for surface parking should be approximately 30 percent, except:

- A maximum of approximately 50 percent of a lot used for a community uses may be occupied by surface parking; and,
  - A maximum of approximately 75 percent of a lot used primarily for the provision of parking, such as public parking facilities may be occupied by surface parking.
- iii) South of Dundas Street, above ground parking structures should be integrated with development. The maximum portion of a lot that may be used for a freestanding aboveground parking structure should be 50 percent. Above ground parking structures shall be appropriately sited and screened and include appropriate landscaping, to the satisfaction of the Town. Above ground parking structures that abut a public street shall contain active uses at grade facing the street.
- iv) Parking North of Dundas Street
- a) Structured parking, both above and below ground should be provided. Underground parking structures are preferred.
  - b) Above ground parking structures should be integrated with development, and shall be appropriately sited and screened, including appropriate landscaping, to the satisfaction of the Town. Active uses at-grade should be provided within parking structures that face a public street and/or outdoor pedestrian amenity space. v) Required commercial parking may include on-street parking and the use of public parking facilities, where possible and appropriate, to the satisfaction of the Town.
  - v) Required commercial parking may include on-street parking and the use of public parking facilities, where possible and appropriate, to the satisfaction of the Town.

#### 22.4.2 Cultural Heritage

- a) New development shall conserve Palermo Village's *cultural heritage resources* by:
  - i) maintaining and integrating *cultural heritage resources*;
  - ii) ensuring the prominence of *cultural heritage resources*, particularly in the area northeast of Dundas Street West and Old Bronte Road;
  - iii) employing a combination of measures including but not limited to building setbacks, stepbacks in the built form, and the use of appropriate building materials.

- b) Where all options to conserve a *cultural heritage resource* on its existing site have been exhausted, it shall be relocated to a suitable location within Palermo Village.
- c) The heritage character of Palermo Village should be documented and commemorated through the development process.

#### 22.4.3 Minimum Density

Palermo Village shall be planned to achieve a minimum density target of 160 residents and jobs combined per hectare. This target is to be achieved beyond the 2051 planning horizon of this Plan.

#### 22.4.4 Stormwater Management

- a) *Development* within Palermo Village shall be required to implement stormwater management techniques in accordance with the policies of this Plan, and to the satisfaction of the Town and Conservation Authority.
- b) Stormwater management shall not increase risk to downstream flood prone areas.
- c) Stormwater management shall take into consideration the ecological sensitivity of Fourteen Mile Creek.
- d) Best management practices, including low impact *development* measures, shall be required.
- e) The location of a portion of a new stormwater management facility to service lands principally west of Bronte Road is identified on Schedule N1, west of Valleyridge Drive Extension on the lands designated Natural Area.
- f) The final type, size and location of stormwater management facilities shall be determined through the *development* process.
- g) Stormwater management facilities shall be discouraged within 100 metres of Dundas Street West. However, if Environmental Implementation Reports and Functional Servicing Studies have been sufficiently advanced and require a stormwater management facility within 100 metres of Dundas Street, it shall be demonstrated that the frontage of the facility on Dundas Street West has been minimized to the greatest extent feasible.

#### 22.4.5 Housing

- a) Within Palermo Village, residential *development* should include:
  - i) Purpose built rental housing including at least one rental apartment building;

- ii) a full range of building and unit types and sizes, including *affordable housing*, to accommodate a variety of households; and,
  - iii) a mix of medium and high density and limited low density housing.
- b) High density residential *developments* and buildings shall be designed to accommodate various household sizes and include:
- i) storage for use by the unit occupant;
  - ii) operable windows;
  - iii) balconies or terraces, and common outdoor amenity areas; and,
  - iv) common indoor amenity areas.

## 22.5 Urban Design

In addition to the Urban Design policies in section 6 of this Plan, the following policies apply specifically to Palermo Village. The urban design plan for Palermo Village is provided on Schedule N2.

### 22.5.1 General

- a) *Development* and public realm improvements shall be evaluated in accordance with:
- i) the urban design direction provided in the Livable by Design Manual; and,
  - ii) other Council-endorsed policies and documents relevant to Palermo Village, such as the Old Bronte Road / Khalsa Gate Streetscape Plan.
  - iii) The Dundas Street and Bronte Road corridors and the abutting lands should be designed to enable a cohesive and connected community, rather than remain a dividing barrier. Design shall be used to establish visual and pedestrian connection opportunities between the north and south, as well as the east and west sides of these major arterials. The Town shall provide input and guidance into the design of roads and boulevards owned by Halton Region.
  - iv) The transit terminal location is shown conceptually on Schedule N2 and may be moved without amendment to this Plan.

### 22.5.2 Visual and Physical Access

- a) Through the *development* process, view corridors as indicated on Schedule N2 shall be provided through the use of public realm elements, open space areas, and appropriate built form.

- b) Other view corridors not shown on Schedule N2 may also be identified as part of the *development* process and should be created at appropriate locations to highlight and frame:
  - i) civic buildings;
  - ii) *cultural heritage resources*; and,
  - iii) natural features and open spaces areas.
- c) Visual and physical access to the natural heritage system, parks, and other natural and civic features shall be provided and may be achieved by:
  - i) combining public open space areas with other facilities, such as locating stormwater management facilities and parks adjacent to the natural heritage system where appropriate buffers are maintained; and,
  - ii) easements which provide public access.
- d) Maintaining visual and physical access to the natural heritage system shall be prioritized at key trail access points where collector and arterial roads are adjacent to the system. Where there is no significant natural heritage edge exposed at collector or arterial roads, parks or local roads will be encouraged to provide access and visibility.

### 22.5.3 Streetscapes

- a) Enhanced streetscape areas, as indicated on Schedule N2, shall be incorporated in the design of new *development*, streetscapes and open space areas. These areas shall be designed and function as a unifying public realm element through the use of compatible, consistent and complementary design treatments while contributing to a distinctive and unique streetscape. Enhanced streetscape areas may include the preservation of existing large stature trees and open space areas, the integration of *cultural heritage resources*, varying setbacks in built form and the creation of additional pedestrian-oriented spaces.
- b) Old Bronte Road and Khalsa Gate shall have a strong main street *character* with wide sidewalks, enhanced tree plantings and other design features to reflect its significance as the community's heritage-focused and pedestrian-oriented main street. *Development* on Old Bronte Road / Khalsa Gate shall be guided by the Old Bronte Road / Khalsa Gate Streetscape Plan and other associated design direction documents.
- c) Primary and Secondary streets, as identified on Schedule N2, shall provide for pedestrian-oriented streetscapes through the use of wide sidewalks, landscaping, tree plantings and street furniture. Places for gathering and public art installations are encouraged.

- d) Buildings and structures along primary streets shall:
  - i) incorporate a high degree of transparency on the ground floor;
  - ii) provide building openings and principal entrances facing the street;
  - iii) contain commercial, community, cultural or limited office uses adjacent to the street which foster an active main street environment.

#### 22.5.4 Pedestrian Access and Circulation

- a) Through the *development* process, pedestrian connections identified on Schedule N2 shall be provided to enhance pedestrian access and circulation as follows:
  - i) an east-west mid-block connection between Old Bronte Road and Bronte Road, north of Dundas Street linking to an urban square;
  - ii) a north-south connection through the Civic District, linking community facilities, and commercial uses; and,
  - iii) a north-south connection between the north side of William Halton Parkway and the northerly segment of Old Bronte Road.
- b) Pedestrian connections may include a combination of sidewalks along streets and dedicated pedestrian connections.
- c) Through public actions or the *development* process, the provision of additional pedestrian connections should be evaluated and implemented where possible, including the connection of:
  - i) the east and west sides of Bronte Road and the north and south sides of Dundas Street, to better link the four quadrants of Palermo Village;
  - ii) the Crosstown Trail across Bronte Road, including the gateway at Khalsa Gate;
  - iii) the south end of Khalsa Gate southward to Bronte Road;
  - iv) the Fourteen Mile Creek Trail (east bank) to Dundas Street;
  - v) the Glenorchy Conservation Area trails to adjacent streets; and,
  - vi) the natural heritage system trail network, stormwater management facility and the proposed community centre.
- d) Additional pedestrian connections beyond those shown on Schedule N2 are encouraged at mid-block locations, and to improve access to the future transit

terminal and transit stops. Controlled pedestrian crossing locations may be considered as part of the *development* process.

#### 22.5.5 Gateways and Enhanced Feature Areas

- a) Through public actions and the *development* process, gateway treatments shall be provided in Palermo Village.
- b) Gateways are identified on Schedule N2 and indicate locations which are visually prominent entry points into Palermo Village. Gateway treatments shall be provided at these locations, which can include well-designed built form or structures, distinctive streetscape treatments, landscaping, and public art. Identified gateways include:
  - i) The intersection of Bronte Road and Dundas Street;
  - ii) the intersection of Bronte Road and Old Bronte Road, including the triangular parcels of land created by Old Bronte Road, Bronte Road and William Halton Parkway;
  - iii) the intersection of Bronte Road and Khalsa Gate, and specifically the triangular parcel of land south of the pipeline corridor; and,
  - iv) the intersection of Dundas Street West and Valleyridge Drive.
- c) Through public actions and the *development* process, enhanced feature areas, identified on Schedule N2, should be provided. These locations shall provide distinct public realm features specific to their context within Palermo Village and may include:
  - i) a roundabout with enhanced public realm treatments requiring low maintenance, at Pine Glen Road and Old Bronte Road;
  - ii) an enhanced public realm including trail heads and entry features to the Glenorchy Conversation Area on the north side of Dundas Street in the vicinity of Grand Oak Trail; and,
  - iii) enhanced streetscape treatments, pedestrian facilities and crossings (north-south across Dundas Street and east-west across Bronte Road), and public art, along Dundas Street in the vicinity of Bronte Road and Old Bronte Road.

#### 22.5.6 Parks and Urban Squares

- a) Through the *development* process, a minimum of five new public parks shall be provided, in the general locations as shown on Schedule N2, with a total area of no less than 3.70 hectares, including:

- i) Two urban squares, approximately 0.30 hectares in size each, located proximate to the transit station and community centre and one east of Old Bronte Road.
  - ii) One village square, approximately 0.27 hectares in size, one located within the Urban Neighbourhood District, and one village square, approximately 0.30 hectare in size, in the Civic District; and,
  - iii) a park, approximately 2.53 hectares in size, located adjacent to the school and bound otherwise by roads in the Urban Neighbourhood District.
- b) Through the *development* process, the village square within the Civic District will:
- i) be located internal to the Civic District in the area bound by the extension of Valleyridge Drive and the internal public road as shown on Schedule N2;
  - ii) have frontage along at least one public street, and will not be located adjacent to the extension of Valleyridge Drive;
  - iii) have a minimum area of 3,000 square metres; and,
  - iv) be designed and integrated into the surrounding development including pedestrian connections.
- c) Underground stormwater storage and/or low impact development measures, such as infiltration trenches, are permitted within public parkland, where determined to be required and feasible to construct, operate and maintain in accordance with an approved EIR/FSS.
- d) Publicly accessible private open spaces should be incorporated into individual *development* sites. Along Old Bronte Road and Khalsa Gate, these should be integrated with *cultural heritage resources* in new *development* and in locations requiring the accommodation of *utilities*. These publicly accessible private open spaces, should be approximately 0.15 ha in size and serve as a transition area between the public and private realms.

#### 22.5.7 Built Form

- a) Building separation and side property setbacks for tall and mid-rise buildings shall be achieved in accordance with the Livable by Design Manual.
- b) Tall building are those taller than 12 storeys in height. Tall building tower spacing and orientation, as well as floorplate control, shall be achieved in accordance with the Livable by Design manual and implementing zoning.
- c) The following policies apply to tall buildings designated Urban Core.

- i) Tall buildings shall be designed to the highest architectural quality and detail, and shall ensure a pedestrian-oriented built form and environment, provide active façades oriented to the public realm, and contribute to a distinctive skyline.
- ii) Multiple towers within a block, development site, or within close proximity to each other on abutting sites should vary in height from one another in order to create a distinctive skyline for Palermo.
- iii) Tall buildings facing the public realm should provide a step back between the podium base and tower portion to reinforce the character of the public realm.
- iv) The floorplate of tall building towers (the portion of the building above the base or podium) shall provide a slender profile to minimize adverse shadowing, maximize sun exposure and enhance the skyline.
- v) To minimize adverse shadowing and privacy impacts, maximize sun access and enhance the skyline, the minimum separation distance between the facing walls of towers should be 30 metres.
- vi) The distance between facing walls of podiums, where there are windows on both building faces, should be a minimum of 15 metres.
- vii) Setbacks from a building to public streets should be landscaped spaces or extensions of the public boulevard that contributes to the character of an area.
- viii) Tall buildings should be designed and sited to maximize solar gain, ensure adequate sunlight and sky views, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows on the public realm.
- ix) Tall buildings located along primary or secondary streets shall incorporate strategic setbacks, step-backs, and appropriate podium heights to establish a well-defined streetwall that frames the street and contributes to a comfortable, pedestrian-oriented environment.

## 22.6 Land Use Policies

Land use designations are provided on Schedule N1. In addition to the policies in Part D of this Plan, the following policies apply specifically to Palermo Village.

- 22.6.1 To support a vibrant and complete community, the following uses shall be accommodated as part of the comprehensive *development* of the Civic District:
- i) Transit station;
  - ii) High density residential and offices;

- iii) Community centre and library of approximately 5,100 square metres (55,000 ft<sup>2</sup>) in size;
- iv) Retail and service commercial uses to serve the daily needs of residents with a total gross floor area of approximately 2,000 square metres; and,
- v) In addition to 22.6.1 iv), a food store which is primarily engaged in the sale of food and grocery products and should have a minimum gross floor area of 3,000 square metres.

The targeted gross floor areas indicated in 22.6.1 iv) and v) may be changed without an amendment to the Official Plan if supported by a market study to the satisfaction of the Town.

#### 22.6.2 On lands designated Urban Core:

- a) The minimum residential density shall be 100 units per *site hectare*.
- b) The minimum building height shall be six storeys.
- c) The maximum building heights shall be:
  - i) 30 storeys on the northwest corner of the intersection of Bronte Road and Dundas Street West;
  - ii) 27 storeys on the northeast corner of the intersection of Bronte Road and Dundas Street West;
  - iii) 25 storeys for other areas north of Dundas Street West abutting the east and west sides of Bronte Road.
- d) The minimum building height shall not apply to:
  - building podiums;
  - stand alone office on the block abutting the Urban Square at a minimum of four storeys;
  - community uses operated by a public authority; and,
  - above ground parking structures.
- e) Public parking facilities may also be permitted.

#### 22.6.3 On lands designated Urban Centre:

- a) The minimum residential density shall be 100 units per *site hectare*.

- b) The minimum building height shall be four storeys for blocks abutting the south side of William Halton Parkway.
- c) The minimum building height shall not apply to:
  - i) building podiums;
  - ii) *multiple-attached dwellings* where they are permitted in accordance with this Plan;
  - iii) community uses operated by a public authority;
  - iv) places of worship; and,
  - v) above ground parking structures.

- d) The maximum building heights shall be:

South of Dundas Street West

- i) storeys adjacent to the south side of Dundas Street West between Bronte Road and Old Bronte Road;
- ii) 10 storeys on corner sites south of Dundas Street West; and
- iii) 8 storeys on all other locations.

North of Dundas Street West

- iv) 16 storeys on all corner sites north of Dundas Street West, except those containing *cultural heritage resources* which shall be 10 storeys; and,
- v) eight storeys in all other locations.

- e) Public parking facilities may also be permitted.
- f) South of Pine Glen Road, the following uses may also be permitted:
  - i) multiple-attached dwellings;
  - ii) apartment buildings; and,
  - iii) office buildings.
- g) North of Dundas Street West in the Main Street District, *multiple-attached dwellings* may also be permitted where they do not abut streets requiring commercial uses at-grade and are part of a comprehensive *development* that includes a mixed use building.

- h) North of Dundas Street West in the Civic District, *multiple-attached dwellings* may also be permitted on sites that do not front Dundas Street West and Bronte Road at a residential density of 35 to 100 units per site hectare with a minimum height of 3 stories and may include an apartment building.
- i) Retail and service commercial uses including a food store shall also be permitted on the ground floor of apartment buildings oriented to the street. Office use is permitted in conjunction with a development that includes an apartment building for properties fronting Dundas Street West and Bronte Road.
- j) North of Dundas Street West, stand-alone apartment buildings, and office buildings may also be permitted where they do not abut public streets requiring commercial uses at-grade.
- k) The food store should be located proximate to the southwest corner of William Halton Parkway and Bronte Road and shall ultimately be located in the podium of a mixed-use building with primarily underground or structure parking.
- l) The Town may permit an interim one storey stand-alone food store provided the following criteria are met:
  - i) a block is created as part of the first phase of registration of the plan of subdivision to accommodate the food store;
  - ii) a phasing plan is completed, to the satisfaction of the Town, demonstrating that the stand-alone food store will not preclude the longer-term achievement of the policies of this Plan including integration of the food store into the podium of a mixed-use building;
  - iii) the food store is designed in accordance with the urban design policies of this Plan, including orienting the building to street frontages, providing safe and direct pedestrian access along street frontages, and ensuring a built form that supports a pedestrian-oriented public realm that is compatible with existing and planned development;
  - iv) parking is preferred to be below grade or structured. Surface parking may be permitted provided the parking is screened from the street and demonstrated through the phasing plans to be temporary; and,
  - v) The maximum number of parking spaces will be implemented through the zoning by-law.
- m) The Town may allow for a change in gross floor area of the interim food store without amendment to this Plan, provided the following criteria is met:
  - i) That the intent of this Plan is maintained to support the achievement of a complete community that offers equitable access to necessities for daily

living including the planned focal area of commercial uses within Palermo Village; and,

- ii) A market study is completed as appropriate, to the satisfaction of the Town, demonstrating that the food store is appropriately sized and sited to serve the existing and planned population within Palermo Village;

22.6.4 On lands designated High Density Residential:

- a) Located north of William Halton Parkway, east of Bronte Road, or Old Bronte Road:
  - i) The residential density shall be between 100 and 300 units per *site hectare*.
  - ii) Minimum height shall be four storeys.
  - iii) The maximum building height shall be eight storeys, except on corner sites it shall be 16 storeys.
  - iv) The northeast area created by William Halton Parkway and the Old Bronte Road cul-de-sac shall be considered a corner site when the properties located at 3109, 3113, and 3121 Old Bronte Road are consolidated.
  - v) *Multiple-attached dwellings* may only be permitted in conjunction with a *development* that includes an apartment building.
- b) Located south of Dundas Street West:
  - i) The residential density shall be between 100 and 300 units per site hectare.
  - ii) The maximum building height shall be eight storeys, except on sites abutting Dundas Street West where it shall be 10 storeys.
  - iii) *Multiple-attached dwellings* may be permitted.
  - iv) Retail and service commercial uses may also be permitted on the ground floor of apartment buildings oriented to the street.

22.6.5 On lands designated Medium Density Residential, north of William Halton Parkway:

- a) The minimum residential density shall be 35 units per site hectare and no maximum residential density shall apply.
- b) The maximum building height shall be six storeys.
- c) Multiple-attached dwellings may be permitted.

- d) Single detached dwellings may be permitted to a maximum of 15% of the total residential units within the designation.

## 22.7 Palermo Village Exceptions – Schedule N1

The following additional policies apply to certain lands on Schedule N1, Palermo Village Land Use.

- 22.7.1 On the lands designated Neighbourhood Commercial at Dundas Street West and Valleyridge Drive, a motor vehicle service station may also be permitted.
- 22.7.2 On the lands designated Medium Density Residential, south of Pine Glen Road and east of the Baronwood Drive extension, detached and semi-detached dwellings may also be permitted with a minimum density of 20 units per site hectare.
- 22.7.3 The lands designated Urban Centre, south of Pine Glen Road and known as 2403 and 2417 Khalsa Gate, are subject to the following additional policies:
  - a) Surface parking associated with a place of worship may be permitted on greater than 50 percent of the lot and in front and between buildings when appropriately sited and screened to minimize the view of the surface parking from the street.
  - b) The expansion of the place of worship or surface parking area shall be subject to site plan approval and shall provide for enhanced streetscape improvements along Khalsa Gate as identified on Schedule N2, and the dedication of the proposed multi-use pathway, as shown on Schedule N2, to the Town.
  - c) As part of filing a complete planning application to redesignate this land for other purposes, the extension of Baronwood Drive through the subject property to Pine Glen Road shall be evaluated, and may be required to be dedicated to the satisfaction of the Town.
- 22.7.4 The lands designated Urban Centre, north of Pine Glen Road and known as 2451 Old Bronte Road, are subject to the following additional policies:
  - a) Building heights shall transition down in height toward the Neighbourhood District to a maximum building height of four storeys adjacent to the Low Density Residential and Medium Density Residential land use designations.
  - b) *Multiple-attached dwellings* may be permitted adjacent to the Neighbourhood District.
  - c) Stand-alone residential buildings may be permitted which do not have frontage on Old Bronte Road.

## 22.8 Implementation Policies

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

#### 22.8.1 Phasing/Transition

- a) *Development* will be coordinated with the provision of *infrastructure*, including:
  - i) transit, including a transit terminal;
  - ii) road network capacity;
  - iii) pedestrian and cycling facilities;
  - iv) water and wastewater services;
  - v) stormwater management facilities;
  - vi) streetscape improvements; and,
  - vii) utilities.
- b) Initial phases of *development* shall not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form.
- c) Where a *development* is proposed to proceed in phases or is required to address coordination issues between landowners, an area design plan, including a *development* concept report and a phasing plan, shall be required from the applicant. The area design plan shall demonstrate how the initial phases of *development*, such as the location of roads, will not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form, including accommodation of required transit and *public service facilities*. The area design plan will demonstrate conformity with the policies of this Plan and will provide details including:
  - i) the size and location of parks, village squares, and urban squares;
  - ii) the size and location of *public service facilities*, transit terminal and facilities;
  - iii) the location, size and general configuration of stormwater management facilities;
  - iv) the detailed road pattern including on-street parking and streetscape/public realm enhancements;
  - v) the specific boundaries of designations;
  - vi) the location, alignment and boundaries of the natural heritage system including linkage areas;

- vii) coordination with land uses and road patterns for lands outside, but adjacent to the lands which are the subject of the area design plan, and:
- viii) the density and distribution of built form, building heights, and housing types.
- d) Where the planned scale of *development* is not feasible on an individual property within Palermo Village, property consolidation will be encouraged.
- e) The uses and buildings that legally existed prior to the adoption of this Plan may be permitted to continue, however, they are intended to be redeveloped in conformity with this Plan.

#### 22.8.2 Landowners Agreement(s)

- a) In order to ensure the appropriate and orderly *development* of lands within Palermo Village north of Dundas Street, and to ensure the costs associated with *development* are equitably distributed among landowners, *development* shall only be permitted to proceed when landowners representing a significant proportion of the respective Palermo Village area have entered into a cost sharing agreement or agreements amongst themselves to address the distribution of costs associated with *development* in a fair and equitable manner.
- b) The *development* of individual parcels of land will generally not be permitted in the absence of participation in a landowners' cost sharing agreement, except in circumstances where the Town is satisfied that the *development* of the subject parcel would implement a logical extension of roads and services, the ability to appropriately and efficiently service the respective overall area is not prejudiced, and there is no risk of unacceptable financial impact to Town or the Region.

#### 22.8.3 Programs and Initiatives

- a) The Town may encourage awareness and appreciation of Palermo Village through such activities as signage programs, tours and brochures, and will seek opportunities to partner with local community groups in these activities.
- b) The Town may develop a land acquisition strategy to confirm the location and land need requirements for *public service facilities* and the transit terminal, including how to acquire these lands.

#### 22.8.4 Prior to development on the lands located north of Dundas Street West the following additional policies shall apply:

- i) A detailed, intersection level, Transportation Study shall be completed in accordance with an approved Terms of Reference, to the satisfaction of the Town and Region, to assess impacts of traffic on Regional and local

roadways and to identify road infrastructure upgrades and access improvements required to facilitate development in this area.

- ii) The Transportation Study may be completed by the landowners or the Town and may be carried out as part of the Town's Transportation Master Plan.
- iii) Should the results of the Transportation Study show that capacity is not available, development may not be permitted until the required improvements to address the capacity constraints have been implemented.
- iv) An addendum to the Water and Wastewater Area Servicing Plan shall be completed to the satisfaction of the Region prior to registration of a draft plan of subdivision in accordance with an approved Terms of Reference to the satisfaction of the Region:
  - Identify the preferred water and wastewater servicing strategy to support planned population growth located north of Dundas Street West within the Area Service Plan boundaries;
  - Assess the impact of growth in Palermo on the broader Regional water and wastewater system; and,
  - Identify upgrades and/or improvements that will be required to support development north of Dundas Street West within the Area Service Plan boundaries.
  - Should the results of the Water and Wastewater Area Servicing Plan show that capacity is not available, development may not be permitted until the required improvements to capacity constraints have been implemented or a coordinated staging and monitoring plan has been developed to implement the preferred water and wastewater servicing strategy for the area.

22.8.5 In addition to the matters set out in section 30.4, holding provisions may be used to:

- a) manage phasing of development in relation to availability of water and wastewater infrastructure;
- b) secure the future provision of a food store as contemplated by 22.6.1 and/or 22.6.3;
- c) provide for the timely construction of the stormwater management pond, including its access and outlet, shown on Schedule N1 located west of the Valleyridge Drive extension;

- d) for lands east of Bronte Road, the approval and implementation of a storm water management strategy for the relevant area as determined through an EIR/FSS to the satisfaction of the Town.

## 23. KERR VILLAGE

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

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

### 23.1 Goal

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

### 23.2 Objectives

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

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

### 23.3 Development Concept

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

#### 23.3.1 Upper Kerr Village District

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

#### 23.3.2 Kerr Village Main Street District

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

#### 23.3.3 Lower Kerr Village District

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

### 23.4 Functional Policies

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

#### 23.4.1 Transportation

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

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

## 23.5 Urban Design

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

### 23.5.1 General

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

### 23.5.2 Public Realm

Enhanced streetscape areas, as identified on Schedule O2, should be incorporated in the design of new *developments*, streetscapes and open space areas, and utilized as a

unifying public realm element through the use of compatible, consistent and complementary design treatments while contributing to a distinctive and unique streetscape. Enhanced streetscape areas may include the preservation of existing large stature trees and open space areas, as well as larger setbacks in built form and the creation of additional pedestrian-oriented spaces.

### 23.5.3 Streetscapes

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

### 23.5.4 Gateways

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

- v) Lakeshore Road West and Dorval Drive; and,
- vi) Lakeshore Road West and Forsythe Street.

#### 23.5.5 Urban Squares

- a) Through the *development* process, a new park shall be provided in the Upper Kerr Village District, at the northwest corner of Kerr Street and Speers Road that:
  - i) has a minimum area of 500 square metres; and,
  - ii) shall be permitted to be privately-owned publicly accessible open space.
- b) Heritage Square, located on the west side of Kerr Street opposite Florence Drive, should be a gathering area with hard surfaced and landscaped elements appropriate for an array of public event uses. Built form and land uses surrounding the urban square are to complement and enhance the area.

#### 23.5.6 Built Form

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

### 23.6 Land Use Policies

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

- 23.6.1 The lands designated Main Street 2, and known as 21 to 45 Shepherd Road (on the north side) and 20 to 40 Shepherd Road (on the south side), are a transition area subject to the following additional policies:
- a) Stand-alone Medium Density Residential uses may be permitted.
  - b) The type, size and location of non-residential uses shall be determined through the *development* process and regulated by the implementing zoning.
  - c) *Development* in the transition area shall:
    - i) enhance the quality of the existing surrounding residential context;
    - ii) contribute to a sensitive transition to the Low Density Residential uses to the south;

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

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

### 23.7 Kerr Village Exceptions – Schedule O1

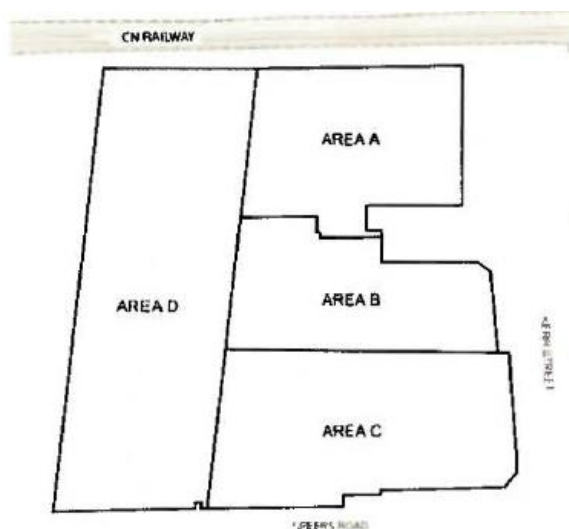
The following additional policies apply to certain lands on Schedule O1, Kerr Village Land Use.

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

- a) *Development* shall be in accordance with the comprehensive development plan approved by the Town. Minor revisions to the comprehensive development plan may be considered through the development process and implementing Zoning By-law without amendment to this Plan, provided the general intent is maintained to the satisfaction of the Town.
- b) A food store should be located within the lands identified in Figure 23.7.1 upon completion of redevelopment unless otherwise justified from a market perspective. The Town may permit up to three additional storeys beyond the maximum permitted height in Section 23.7.1 c) to one tower of any building which provides a food store of not less than 2,500 square metres, without amendment to this Plan. Any additional height will be reviewed through the development process and may be transferred to another tower or building within the areas identified on Figure 23.7.1, where it can be accommodated by the existing or planned infrastructure, conforms to the policies of this Plan except for the height restrictions of policy 23.7.1 c), is compatible with the surrounding area and aligns with the Urban Design Direction for Kerr Village.
- c) Area Policies

Within the areas identified on Figure 23.7.1, the following maximum building heights and densities shall be permitted,

Figure 23.7.1



- i) Area A
  - A maximum *floor space index* of 5.2 with a maximum of two tall buildings up to a maximum height of 22 and 28 storeys and ground floor commercial with a minimum gross floor area of 600 square metres.
- ii) Area B
  - A maximum *floor space index* of 5.6 with a maximum of two tall buildings up to a maximum height of 22 and 24 storeys and ground floor commercial with a minimum gross floor area of 1,000 square metres.
- iii) Area C
  - A maximum *floor space index* of 4.4 with a maximum of two tall buildings up to a maximum height of 18 and 22 storeys respectively, one mid-rise building with a height of up to 12 storeys, and ground floor commercial with minimum gross floor area of 3,000 square metres.
- iv) Area D
  - A maximum of one tall building up to a maximum height of 23 storeys, provided the building is located adjacent to the rail corridor. Additional mid-rise buildings up to 12 storeys in height may be permitted through a *development* process, subject to appropriate transition to the established residential neighbourhood in accordance with the Urban Design Direction for the Kerr Village and shadow impacts to the public park are mitigated. The minimum gross floor area of commercial to be provided on the ground floor shall be determined through a *development* process.

- d) The net floor area of *affordable units* shall be exempt from the calculation of *floor space index* when determining compliance with the density maximums in subsection (c) above.
- e) *Floor space index* shall be calculated based on the gross lot areas identified in Figure 23.7.1.
- f) Urban Design
  - i) The comprehensive development plan and built form shall be designed and evaluated in accordance with the Livable by Design Manual.
  - ii) For buildings greater than 12 storeys in height, the floor plate for each residential tall building shall ensure a slender tower profile to minimize shadow impacts, maximize sun exposure and enhance the skyline.
  - iii) The height of the building base for tall buildings should only exceed six storeys where designed with façade setbacks, modulation and/or height reductions on portions of the building to achieve a pedestrian-scaled street wall and a pedestrian-friendly environment at grade.
  - iv) Green roofs, and/or residential amenity space should be provided on the roof of any building base or above-grade parking structure where the rooftop shall be visible from nearby tall buildings.
  - v) Façades shall be articulated along street frontages with enhanced building corners.
  - vi) Built forms shall incorporate substantial breaks to provide two mid-block connections from the urban park to Kerr Street and Speers Road.
  - vii) Below grade parking, and shared parking arrangements shall be encouraged. At or above grade parking structures may be permitted if:
    - a. parking structures located on the ground floor of a building fronting the urban park or a road are wrapped with commercial and/or residential uses to create a pedestrian-scaled street wall and animate the public realm; and,
    - b. parking structures in other areas are wrapped and/or screened with appropriate building materials and architectural treatments to animate pedestrian realm.
  - viii) The private road located adjacent to the urban park may include a woonerf style roadway which prioritizes pedestrians, has reduced speed limits and traffic calming to create a strong pedestrian connection into the site.

## g) Railway

The following policies shall be applied through the implementing zoning and site plan process:

- i) Compatibility assessments may be required for *development* adjacent to the railway right-of-way to identify mitigation measures for any identified safety, security, noise and vibration issues.
- ii) Unless otherwise directed by the landowner of the railway right-of-way:
  - a. buildings shall be setback a minimum of 30 metres from the property line of the railway right-of-way. Notwithstanding the required setback, infrastructure, parking areas or structures, parks and open space, and private amenity space, may be permitted within the setback; and,
  - b. no tall vegetation should be planted within 3.5 metres of the railway right-of-way.
- iii) Warning clauses in offers of purchase and sale, lease or rental agreements and condominium declarations, or other development agreements as applicable, shall be determined and secured through the planning application process, and may include, but not limited to, advising purchasers and future occupants of the proximity of the railway and associated rail traffic and operations.
- iv) An environmental easement for operational emissions from the railway should be registered on title, in favour of the railway owner, at the time of property redevelopment.

## h) Land Use Compatibility

- i) Through an implementing zoning by-law amendment, *sensitive land uses* shall be planned, phased and developed to minimize and mitigate any potential adverse effects from noise, vibration, odour, dust and other contaminants, and ensure risk to public health and safety is minimized.
- ii) As part of a complete application, all planning applications proposing *sensitive land uses* shall include a land use compatibility assessment, including but not limited to:
  - noise and vibration study; and,
  - air quality report.
- iii) For the purpose of noise and vibration studies, a Class 4 area under the Provincial NPC-300 guidelines (or subsequent) may be considered, where it

is determined necessary through a land use compatibility assessment, subject to an independent peer review.

- iv) Where a land use compatibility assessment demonstrates that source and/or site receptor mitigation actions are required, the mitigation measures shall be at the expense of the applicant and agreed upon by all affected parties.
  - v) Prior to any servicing or grading, an acknowledged Record of Site Condition shall be required, to the satisfaction of the Town.
- i) Phasing/Transition

In addition to Section 23.8.1, the following policies shall apply to the Upper Kerr Village district west of Kerr Street north of Speers Road:

- i) Notwithstanding the minimum building heights required by this Plan, building additions, alterations and/or replacements may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the properties as set out in the approved comprehensive development plan, and this Plan;
  - ii) A maximum *floor space index* of 2.4 shall be permitted prior to construction of the Kerr Street grade separation. An increase may be considered without amendment to this Plan where it can be demonstrated that long-term *development* shall still be coordinated with provision of the Kerr Street grade separation, and transportation infrastructure including road network capacity, provision of frequent transit, improved pedestrian and cycling facilities, and transportation demand management strategy.
- j) Urban Park

Within the lands identified on Figure 23.7.1, an urban park is proposed, that:

- i) is a minimum of 0.4 hectares in size and located as conceptually shown on Schedule O2;
- ii) is accessed at street level and is connected to both Kerr Street and Speers Road by mid-block publicly accessible pedestrian connections;
- iii) may be subject to a financing and implementation agreement, to advance the design of the urban park followed by construction once all parts of the urban park are dedicated to the Town;
- iv) will be dedicated to the Town as public parkland; and,
- v) may be dedicated to the Town in a stratified arrangement, subject to the following, to the satisfaction of the Town:

- a. The urban park shall be designed to function as public parkland, featuring a high quality public open space;
  - b. The value of the parkland contribution may be discounted, on those portions where the parkland is encumbered by below-grade private infrastructure or structures such as a private parking garage; and,
  - c. The landowner enters into an agreement with the Town to secure park design standards and specifications, design standards of below-grade private infrastructure and parkland maintenance arrangements and legal responsibilities.
- k) Implementation Policies and Application Requirements
- l) In addition to the policies of Part F and Section 23.8, the following policies apply to the lands identified in Figure 23.7.1:
- i) The provision of the public street shall be secured through the development process. Development of a property shall not be permitted until any portion of the property required for the public street has been dedicated to the town and funding for the construction of the street has been secured to the satisfaction of the Town.
  - ii) Development of a property containing a portion of the Urban Park shall not be permitted until the dedication of that portion of the Urban Park has been completed or secured to the satisfaction of the Town.
  - iii) As part of a complete planning application, a cost sharing agreement shall be required which is administered by and entered into amongst all landowners within the comprehensive development plan. The cost sharing agreement shall demonstrate that costs associated with development including, but not limited to, the provision of parkland, infrastructure and servicing are distributed equitably amongst all landowners.
  - iv) The Town may permit submission of a planning application without a cost sharing agreement, if the landowner undertakes to enter into a cost sharing agreement and consents to the Town imposing appropriate conditions to secure such an undertaking, as part of any approval of a planning application.
  - v) As part of filing a complete planning application a phasing plan shall be required to the satisfaction of the Town and Halton Region. The phasing plan,
    - a. shall demonstrate no undue adverse impact on the continued operation of adjacent existing uses, or negative impact on the full implementation of the comprehensive development plan; and, not delay, add to the cost of or otherwise impact the construction of the grade separation.

- b. should include plans with access through a planned full moves signalized intersection. Prior to construction of the Kerr Street grade separation, interim accesses may be considered where it is demonstrated that the access is safe, provides an appropriate level of service, and would not delay, add to the cost of or otherwise impact the construction of the grade separation.
- c. shall be supported by the following studies:
  - i. A functional servicing report which comprehensively addresses the adequate provision of stormwater, water and wastewater infrastructure for the lands designated Urban Core at the northwest corner of Speers Road and Kerr Street, including downstream analysis;
  - ii. A transportation demand management and implementation strategy; and,
  - iii. A transportation impact study which coordinates *development* with the provision of transportation infrastructure.
- vi) As part of a complete application for subsequent phases of *development*, a transportation data validation study shall be required to monitor and measure the effectiveness of implementation of the transportation demand management strategy of the prior *development* phase. Observed travel patterns will be used to inform any transportation impact analysis required as part of a complete planning application.
- vii) In addition to the matters set out in section 30.4, through an implementing zoning by-law amendment, a holding provision:
  - a. may be used to manage the timing of development in relation to the availability of infrastructure and the phasing policies of this section;
  - b. shall be used to secure for all upgrades and/or replacement of required stormwater, road network and water and wastewater infrastructure, if not already secured through other processes;
  - c. may be used to secure for the provision of a food store provided in exchange for additional height in accordance with section 23.7.1 b);
  - d. may be used to secure the execution of agreements related to the urban park and/or public access to the urban square; and,
  - e. may be used to secure the execution of cost sharing agreements.

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

- a) The *development* shall consist of a maximum of two new buildings up to a maximum height of 19 and 21 storeys respectively with a total of 533 units (excluding the two heritage buildings), conditional on the owner entering into an agreement under section 37 of the *Planning Act*.
  - b) Any site *development* will provide for the relocation and reuse of the existing two heritage buildings on site in accordance with an approved heritage permit.
  - c) The design of the site is intended to create a gateway *development* marking the entrance to Kerr Village. The design is encouraged to incorporate the following urban design elements, which will be detailed further through the implementing zoning and approved site plan:
    - i) a pedestrian-first environment to be promoted through the siting of buildings (new and heritage structures) and the arrangement of driveways, amenity areas, parking areas and pedestrian networks;
    - ii) a publicly accessible open space area/square;
    - iii) enhanced pedestrian accessibility and connectivity along the Kerr Street and Speers Road frontages as well as through the site;
    - iv) retention of the existing heritage buildings on site in a location which maximizes visibility and access;
    - v) grade related commercial uses along Speers Road and, to the extent practical, along Kerr Street;
    - vi) exclusively underground parking with the exception of a minor amount of short-term parking which may be located at grade;
    - vii) a strong focal point at the corner of Kerr Street and Speers Road which incorporates an open space element; and,
    - viii) building design that incorporates appropriate street setbacks for building podiums and towers to facilitate height transition.
- 23.7.3 On the lands designated Main Street 1 at the northeast corner of Prince Charles Drive and Kerr Street, a facility containing administrative offices and support services for a privately owned community centre may also be permitted.
- 23.7.4 On the lands designated Main Street 2 and known as 70 Stewart Street and 73 Washington Avenue, a maximum building height of four storeys shall be permitted.
- 23.7.5 The lands designated Medium Density Residential and High Density Residential in the general vicinity of Rebecca Street, Garden Drive, and Maurice Drive are subject to the following additional policies:

- a) On the lands designated Medium Density Residential, only *multiple attached dwellings* may be permitted with a maximum building height of three storeys.
- b) On the lands designated High Density Residential, only townhouses and apartments may be permitted with a maximum building height of four storeys.
- c) Redevelopment in accordance with a) and b), above, shall only occur when all of the lands within a *development* block have been acquired for *development* purposes.
  - i) Lands designated High Density Residential, between Dorval and Garden Drives, make up one *development* block.
  - ii) Lands designated Medium Density Residential along Rebecca Street, east of Garden Drive, constitute two *development* blocks.
  - iii) The remaining lands designated Medium Density Residential fronting onto Maurice Drive are a *development* block to be developed in accordance with the Medium Density Residential land use and policy provisions of the Plan.
- d) Redevelopment in accordance with a) and b), above, shall only occur upon confirmation of adequate water and wastewater services, the suitability of the adjoining roads to accommodate traffic and the submission of a block plan indicating the integration of the proposed redevelopment within the overall area.
- e) Redevelopment in accordance with a), above, shall be subject to urban design guidelines approved by the Town.
- f) Notwithstanding the above, the lands may continue to be used for the existing single detached dwellings until such time as comprehensive redevelopment occurs.

23.7.6 On the lands designated Main Street 1 on the north side of Lakeshore Road, between Dorval Drive and Maurice Drive:

- a) Retail and service commercial uses, and ancillary residential uses, may be permitted on the ground floor.
- b) The maximum building height shall be four storeys.
- c) Redevelopment of the lands between Garden Drive and Maurice Drive shall only occur at such time as all the lands within a *development* block have been acquired for *development* purposes. Lands fronting on to Garden Drive (105 and 115-159 Garden Drive) constitute one *development* block, while the remaining lands make up another *development* block.

- d) Redevelopment in accordance with c), above, shall be subject to the urban design guidelines for the Maurice Drive area.
  - e) Multiple attached dwellings and one apartment building are permitted on the *development* block abutting the east side of Garden Drive (105 and 115-159 Garden Drive) subject to the following:
    - i) A maximum of 48 residential units shall be permitted.
    - ii) The ground floor adjacent to Lakeshore Road West shall include a minimum of 155 square metres of non-residential floor area for publicly accessible retail and/or service commercial uses.
- 23.7.7 On the lands designated Medium Density Residential on the east side of Wilson Street between Rebecca Street and John Street, semi-detached dwellings may be permitted.
- 23.7.8 On the lands designated Main Street 1 located at 43 to 49 Lakeshore Road West, the redevelopment of existing drive-through facilities may occur. Notwithstanding the minimum building heights required by this Plan, building additions, alterations and/or replacements may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the properties as set out in this Plan.
- 23.7.9 On the lands designated Main Street 1 at the southwest corner of Lakeshore Road West and Chisholm Street, a maximum building height of five storeys may be permitted, conditional on the owner entering into an agreement under section 37 of the *Planning Act*.
- 23.7.10 On the lands designated Main Street 2 at the northeast corner of Lakeshore Road West and Chisholm Street, a maximum building height of six storeys shall be permitted along the John Street frontage.
- 23.7.11 On the lands designated Urban Core at the northwest corner of Lakeshore Road West and Forsythe Street, a maximum building height of 17 storeys may be permitted.
- 23.7.12 On the lands designated High Density Residential at the northeast corner of Lakeshore Road West and Forsythe Street a maximum of 68 apartment units shall be permitted. The maximum building height shall be in accordance with the implementing zoning.

## 23.8 Implementation Policies

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

### 23.8.1 Phasing/Transition

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

- i) transit;
  - ii) transportation improvements;
  - iii) water and wastewater services;
  - iv) stormwater management facilities;
  - v) pedestrian and cycling facilities; and,
  - vi) *utilities*.
- b) The uses and buildings that legally existed prior to the adoption of this Plan may be permitted to continue, however, they are intended to be redeveloped in conformity with this Plan.

### 23.8.2 Bonusing

- a) The Town may permit up to two storeys of increased height beyond the maximum permitted height in the areas of Kerr Village delineated on Schedule O1, without amendment to this Plan.
- b) The additional height may be allowed in exchange for the provision of public benefits as listed in section 30.8.2, and with priority given to those public benefits noted in section 23.8.2 d).
- c) The bonusing priorities for Kerr Village include transit and alternative transportation solutions.
- d) Additional public benefits considered appropriate for the application of increased height in Kerr Village may include, but are not limited to:
  - i) the provision of *affordable housing* units and/or rental housing units;
  - ii) community service/facility space;
  - iii) non-profit child care facilities;
  - iv) public art;
  - v) enhanced streetscape/public open space improvements; and,
  - vi) enhanced green building and energy conservation technology.

### 23.8.3 Programs and Initiatives

- a) The Town shall prepare a *community improvement plan* for a *community improvement project area* within Kerr Village in accordance with section 30.16 of this Plan and the *Planning Act*.
- b) A program for public art shall be encouraged that:
  - i) reflects the community *character* and history of Kerr Village;
  - ii) includes the artistic design of community infrastructure such as benches, lighting, sidewalks, bus shelters and bike racks; and,
  - iii) may be incorporated in to public and private *developments* as part of the project design.

## 24. BRONTE VILLAGE

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

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

### 24.1 Goal

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

### 24.2 Objectives

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

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

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

### 24.3 Development Concept

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

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

### 24.3.1 Bronte Village Main Street District

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

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

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

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

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

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

### 24.3.2 Lands Outside of the Bronte Village Main Street District

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

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

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

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

## 24.4 Functional Policies

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

### 24.4.1 Transportation

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

#### 24.4.2 Cultural Heritage

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

#### 24.5 Urban Design

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

- 24.5.1 Built form and public realm elements should be designed to recognize and enhance a historic lakeside village *character*.
- 24.5.2 *Development* and public realm improvements, including the streetscape for Lakeshore Road West, shall be evaluated in accordance with the urban design direction provided in the Livable by Design Manual.
- 24.5.3 Public Realm
  - a) Where the Lakeshore Road West right-of-way is greater than that required by the policies of this Plan, the Town may permit minor encroachments in the form of small open spaces, such as landscaped areas and patios related to adjacent retail uses, to enhance the streetscape.
  - b) Views to the lake and harbour from public streets shall be maintained. Through the planning application process, view corridors as indicated on Schedule P2 shall be enhanced by appropriate built form and public realm elements.
  - c) Enhanced streetscape areas, as indicated on Schedule P2, should be incorporated in the design of new *developments*, streetscapes and open space areas, and utilized

as a unifying public realm element through the use of compatible, consistent and complementary design treatments while contributing to a distinctive and unique streetscape. Enhanced streetscape areas may include the preservation of existing large stature trees and open space areas, as well as larger setbacks in built form and the creation of additional pedestrian-oriented spaces.

#### 24.5.4 Streetscapes

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

#### 24.5.5 Pedestrian Access and Circulation

- a) Through the planning application process, a mid-block pedestrian connection identified on Schedule P2 shall be provided to enhance pedestrian access and circulation within the Main Street District. A mid-block pedestrian connection across Lakeshore Road is encouraged if a controlled crossing can be provided.
- b) Additional pedestrian connections beyond those shown on Schedule P2 are also encouraged at mid-block locations, transit stops and locations which enhance connectivity to the waterfront and harbour.

#### 24.5.6 Gateways

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

#### 24.5.7 Urban Squares

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

#### 24.5.8 Built Form

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

### 24.6 Land Use Policies

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

- 24.6.1 On the lands designated Main Street 1 or Main Street 2 between Bronte Road and Jones Street, a public open space in the form of an urban square shall be developed.
- 24.6.2 On the lands designated Main Street 2 eligible for bonusing between Bronte Road and Jones Street:
  - a) Hotels may also be permitted.
  - b) *Development* and redevelopment may be permitted which provides for minimum heights along Lakeshore Road and adjacent residential areas with the transfer of the unused height to an internal building, providing for a maximum of 10 storeys including bonusing. The intent of the specific transfer of height is to allow flexibility of design while meeting the policies of this Plan and maintaining the same *development* yield.

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

#### **24.7 Bronte Village Exceptions – Schedule P1**

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

- 24.7.1 On the lands designated Urban Core within the block bounded by Bronte Road, Ontario Street, Jones Street and Marine Drive, the maximum building height shall be

10 storeys. Townhouses with a maximum height of three storeys may also be permitted. Residential uses may be located on the ground floor, except where adjacent to Bronte Road.

- 24.7.2 On the lands designated Main Street 1 located at 2290 and 2303 Lakeshore Road West, the redevelopment of existing drive-through facilities may occur. Notwithstanding the minimum building heights required by this Plan, building additions, alterations and/or replacements may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the properties as set out in this Plan.
- 24.7.3 On the lands designated Main Street 2 not eligible for bonusing, the following policies shall apply:
- a) Retail and service commercial uses shall not be permitted adjacent to Sovereign Street.
  - b) The maintenance of a food store in any redevelopment of the lands on the north side of Lakeshore Road West shall be encouraged.
  - c) *Development* and redevelopment may be permitted which provides for minimum heights along Lakeshore Road and adjacent residential areas with the transfer of unused height to an internal building providing for a maximum height of 10 storeys with the exception of one building located at the southeast corner of Bronte Road and Sovereign Street which may be permitted with a maximum height of 14 storeys and may be stand-alone residential.
  - d) Building additions, alterations and/or replacements of existing low-rise commercial uses may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the properties as set out in this Plan.
- 24.7.4 On the lands designated Main Street 1 north of Lakeshore Road between Bronte Road and Jones Street, the following policies shall apply:
- a) Retail and service commercial uses shall not be permitted adjacent to Sovereign Street.
  - b) *Multiple-attached dwellings* may also be permitted.
  - c) Building additions, alterations and/or replacements of existing low-rise commercial uses may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the properties as set out in this Plan.
- 24.7.5 On the lands designated Medium Density Residential at the northeast corner of Ontario and Jones Streets, detached dwellings may also be permitted.

- 24.7.6 On the lands designated Main Street 2 at the southeast corner of Lakeshore Road West and East Street, one additional storey in the form of an interior level built into and occupying less than 50% of the floor area of what would otherwise be the first storey may be permitted without bonusing.
- 24.7.7 On the lands designated Main Street 1 on the south side of Lakeshore Road West between Jones Street and Nelson Street, a maximum height of six storeys shall be permitted.
- 24.7.8 On the lands designated Main Street 1 municipally known as 2365-2377 Lakeshore Road West, a maximum building height of seven storeys shall be permitted with two to five storeys in height permitted along the street edge and taller elements stepped back from the street.

## 24.8 Implementation Policies

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

### 24.8.1 Phasing / Transition

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

### 24.8.2 Bonusing

- a) In the areas of Bronte Village identified as lands eligible for bonusing on Schedule P1, the Town may allow increases of building height beyond the maximum permitted height, without amendment to this Plan, as follows:

- i) two storeys west of East Street; and,
- ii) four storeys east of East Street.

The additional height may be allowed in exchange for the provision of public benefits as listed in section 30.8.2, and with priority given to those public benefits noted in section 24.8.2 b).

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

#### 24.8.3 Programs and Initiatives

- a) The Town shall implement a parking utilization monitoring program within Bronte Village.
- b) The Town shall prepare a *community improvement plan* for a *community improvement project area* within Bronte Village in accordance with section 30.16 of this Plan and the *Planning Act*.



## 25. DOWNTOWN OAKVILLE

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

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

### 25.1 Goal

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

### 25.2 Objectives

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

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

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

#### 25.2.2 Achieve high quality urban design by:

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

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

### 25.3 Development Concept

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

### 25.4 Functional Policies

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

#### 25.4.1 Parking

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

#### 25.4.2 Cultural Heritage

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

#### 25.4.3 Within Downtown Oakville, as defined on Schedule Q1:

- a) *development* on lands adjacent to Sixteen Mile Creek shall be subject to the valleylands policies in section 16 of this Plan; and,

- b) in areas of existing development, reduced setbacks from the Sixteen Mile Creek valley may be permitted subject to a geotechnical study prepared to the satisfaction of the Town and Conservation Authority.

## 25.5 Urban Design

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

### 25.5.1 General

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

### 25.5.2 Public Realm and Flexible Streets

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

### 25.5.3 Streetscapes

- a) Enhanced streetscape treatments and pedestrian-oriented amenities shall be provided on the primary and secondary streets identified on Schedule Q2.
  - i) Wider sidewalks and additional street furniture and landscaping shall be provided.
  - ii) Gathering spaces and public art shall be encouraged.
- b) Buildings along primary streets, as identified on Schedule Q2, shall:
  - i) incorporate a high degree of transparency on the ground floor;

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

#### 25.5.4 Gateways

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

#### 25.5.5 Urban Squares

- a) Towne Square, on the south side of Lakeshore Road East at George Street, is an important public space that functions as the ceremonial heart of Downtown Oakville. Changes to the design of Towne Square shall address Council-endorsed policies and design directions for the area, and be coordinated with the design of Centennial Park.
- b) Centennial Park, at the northwest corner of Lakeshore Road East and Navy Street, shall be maintained as part of any comprehensive redevelopment of the Town's Centennial Square site. Changes to the design of Centennial Park shall address Council-endorsed policies and design directions for the area, and be coordinated

with the design of Town Square and public open spaces within the adjacent Sixteen Mile Creek valley.

#### 25.5.6 Built Form

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

### 25.6 Land Use Policies

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

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

#### 25.6.2 Building Heights

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

#### 25.6.3 Stand-alone Uses

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

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

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

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

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

## 25.7 Downtown Oakville Exceptions – Schedule Q1

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

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

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

25.7.2 On the lands designated Main Street 1 on the southeast corner of Church Street and Trafalgar Road, a maximum height of six storeys shall be permitted.

## 25.8 Implementation Policies

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

25.8.1 Phasing/Transition

- a) *Development* will be co-ordinated with the provision of *infrastructure* and public realm improvements, including:
  - i) transit (conventional and rapid transit);

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

#### 25.8.2 Bonusing

- a) The Town may allow for increases of up to two storeys beyond the maximum permitted building height in the areas of Downtown Oakville delineated on Schedule Q1 without amendment to this Plan. The additional height may be allowed in exchange for the provision of public benefits as listed in section 30.8.2, and with priority given to those public benefits noted in section 25.8.2 b).
- b) Public benefits considered appropriate for the application of increased height in Downtown Oakville may include, but are not limited to:
  - i) public parking;
  - ii) conservation and preservation of *cultural heritage resources*;
  - iii) community centres and/or facilities and improvements to such centres and/or facilities;
  - iv) parkland and improvement to parks;
  - v) integration of office uses in mixed use *developments*; and,
  - vi) public art.

25.8.3 The Town shall prepare a *community improvement plan* for a *community improvement project area* within Downtown Oakville in accordance with section 30.16 of this Plan and the *Planning Act*.



## 26. HOSPITAL DISTRICT

The Hospital District, as shown on Schedule R, is intended to be a vibrant, compact, mixed-use, transit-oriented and pedestrian-friendly area. It is anticipated to be a centre for health care innovation, with Oakville Trafalgar Memorial Hospital as the heart of the district.

The Hospital District shall function as an urban community with an emphasis on institutional and office development, with residential uses complementing the employment capacity of the district.

### 26.1 Goal

The Hospital District will be an employment focused, compact, mixed-use, transit-supportive urban community that provides for institutional, office, retail and service commercial uses in combination with high density residential uses in a predominantly mid-rise built form.

### 26.2 Objectives

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

#### 26.2.1 Establish the Hospital District as a vibrant *complete community* in which to work and live by:

- a) ensuring the opportunity for a range and mix of employment and non-employment uses, including *affordable housing*;
- b) encouraging a general target proportion of 60% jobs and 40% residents to support the employment focus;
- c) providing for a range of uses in a predominantly mid-rise built form with limited surface parking;
- d) requiring visual and physical connectivity through a grid-shaped road network, mid-block connections, *active transportation* corridors and an enhanced public realm;
- e) ensuring connectivity to the adjacent community;
- f) providing a pedestrian-oriented street character; and,
- g) encouraging low impact *development* practices and sustainable building design.

- 26.2.2 Ensuring a high standard of urban design and architectural quality by:
- a) encouraging innovative and diverse urban design and built form that promotes a dynamic and livable environment; and
  - b) providing attractive streetscapes through attention to the design of the public realm, built form, and the relationship between private *development* and public areas.
- 26.2.3 Provide for *transit-supportive*, accessible and sustainable development by:
- a) promoting *development* in a predominantly mid-rise built form by co-ordinating land use, transportation *infrastructure* and urban design;
  - b) developing and configuring a transportation network that integrates alternative travel modes; and,
  - c) providing a safe and convenient transportation system for pedestrians, cyclists, transit and vehicles.

### 26.3 Development Concept

The Hospital District is comprised of the land use designations as shown on Schedule R. This area is intended to provide an appropriate mix in terms of land use and built form between existing and future *development*. As an employment focused mixed use node, the Hospital District will accommodate institutional and office uses that are complemented by commercial, residential, and community uses. It will feature a network of green connections and built form that complements a pedestrian-oriented street character.

Residential uses west of the hospital are envisioned within a campus of care model with a range of housing options from independent to assisted living, long term care, community support uses, medical office and service commercial uses.

The lands east of Third Line and south of William Halton Parkway will have a focus on health science innovation and technology with a diverse range of employment opportunities, including offices, technology incubators, pharmaceutical and biotechnology, post-secondary educational facilities, hotels and entertainment facilities, in addition to complementary residential uses.

The street network will allow for development blocks that provide enhanced opportunities for pedestrian connections and linear green corridors.

Urban Squares will be encouraged where they can be well integrated into the area's urban form.

Innovative and sustainable design practices for buildings, urban squares, streetscapes, energy generation and distribution and stormwater management will also be encouraged throughout the Hospital District.

### 26.3.1 Development Blocks

- a) *Development* blocks identified in Figure 26.3.1 shall be planned comprehensively.
- b) Each *development* block designated Urban Core should achieve a minimum employment target of 55% jobs.
- c) The location, type and scale of land uses and buildings within each *development* block shall be regulated by the implementing zoning.

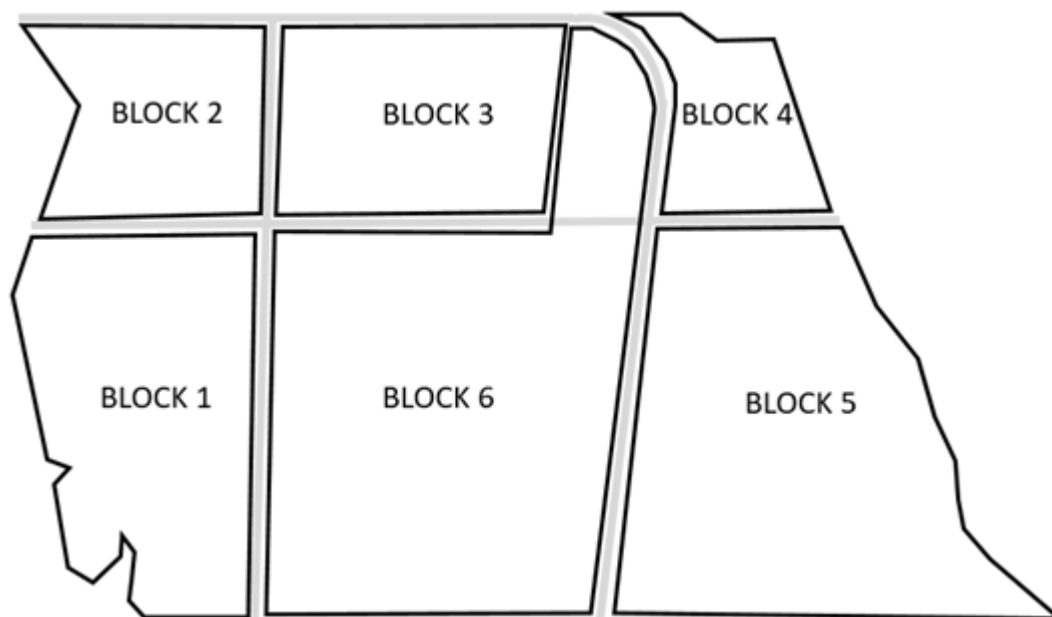


Figure 26.3.1

## 26.4 Functional Policies

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

### 26.4.1 Transportation

- a) *Development* should be adequately accommodated within the existing transportation system or phased in a manner that aligns with the planned transportation system including *higher order transit* service. This may also include measures such as transportation demand management and *active transportation infrastructure*;

- b) *Development* should occur on public roads. Where it is demonstrated through an approved block plan that a public road is not warranted, *development* through plans of condominium on private roads may be permitted, provided all required services are appropriately accommodated and all applicable policies of this Plan are satisfied.
- c) The location of the proposed roads are conceptual and may be subject to change as a result of an approved block plan, detailed stormwater management and/or functional servicing studies, to the satisfaction of the Town.
- d) Parking
  - i) Well-designed below grade and above-ground parking structures are preferred.
  - ii) Where fronting a public road, above-ground structured parking should be lined by active uses and non-parking areas.
  - iii) Surface parking is discouraged. However, where surface parking is demonstrated to be warranted, to the satisfaction of the Town, it should be in the side or rear yard or in areas that can be appropriately screened to ensure the visual impact is mitigated by a combination of setbacks, built form and significant landscaping treatments.
  - iv) On-street parking is encouraged and will be permitted wherever possible to calm traffic and buffer pedestrians.
  - v) The provision of required parking may be shared among adjacent properties where deemed satisfactory to the Town.
- e) Pedestrian Connections

A well-defined pedestrian walkway system shall be required to link lots and blocks within the Hospital District. The system shall provide linkages between buildings, urban squares, adjacent sites, surrounding areas, public streets, particularly those with transit routes and the general pedestrian system in surrounding communities.
- f) Bicycle facilities should be provided throughout the Hospital District with the appropriate signage and infrastructure, such as bicycle racks and bicycle lockers.

#### 26.4.2 Stormwater Management

- a) *Development* within the Hospital District shall be required to implement stormwater management techniques in accordance with the policies of this Plan, and to the satisfaction of the Town, the Region, and Conservation Authority.
  - b) Stormwater management shall not increase flood risk to any other lands.
  - c) Best management practices, including low impact *development*, shall be required.
  - d) Changes to the location of the stormwater management facilities identified on Schedule R may be permitted without amendment to this Plan, subject to the policies of this Plan.
- a) An Environmental Implementation Report (EIR) shall be prepared for the subcatchment areas within the Hospital District, as identified on Appendix 5, North West Subcatchment Areas, to the satisfaction of the Town.

#### 26.4.3 District Energy

- a) *District energy* and related infrastructure are encouraged in the Hospital District.
- b) New *development* is encouraged to incorporate the necessary infrastructure and design elements for *district energy* in the building and engineering design.
- c) Notwithstanding S.30.17, a *district energy* feasibility study may be required to be submitted as part of any application for Official Plan amendment, Zoning By-law amendment, draft plan of subdivision or draft plan of condominium.

#### 26.4.4 Urban Design

- a) All *development* shall be designed in accordance with the design direction provided in section 6 of this Plan, and the Livable by Design Manual.

#### 26.4.5 Minimum Density

- a) The Hospital District shall be planned to achieve a minimum density target of 160 persons and jobs combined per hectare. This target is to be achieved beyond the 2051 planning horizon of this Plan.

### 26.5 Land Use Policies

Land use designations for lands within the Hospital District are provided on Schedule R. In addition to the policies in Part C and D of this Plan, the following policies apply specifically to the Hospital District.

#### 26.5.1 Building Heights

- a) Buildings within the Urban Core designation shall be a minimum of six storeys in height and a maximum of 12 storeys in height.
- b) Notwithstanding the above, buildings within the Urban Core designation east of Third Line and south of William Halton Parkway shall be a maximum of 15 storeys in height.
- c) Additional building height may be considered where above-ground structured parking is provided, subject to the following:
  - i) One additional storey of building height for each storey of above-ground structured parking provided in the same building, to a maximum of three additional storeys; and,
  - ii) Where fronting a public road, the above-ground structured parking shall be lined by active uses.

26.5.2 On lands designated Urban Core, the following additional uses shall be permitted:

- a) long term care facilities; and,
- b) uses permitted within the Institutional designation.

26.5.3 Buildings and structures within the Hospital District shall be sited, massed and designed to accommodate the continued use of flight paths to the hospital helipad.

## **26.6 Hospital District Exceptions – Schedule R**

The following additional policies apply to certain lands on Schedule R, Hospital District Land Use.

26.6.1 The lands identified in Figure 26.6.1 are subject to the following additional policies:



a) A minimum height of 4 storeys shall be permitted

## 26.7 Implementation Policies

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

### 26.7.1 Phasing/Transition

- a) *Development* in the Hospital District will occur gradually over the long-term and be co-ordinated with the provision of *infrastructure*, including:
  - i) transit (conventional and rapid transit);
  - ii) road network capacity;
  - iii) pedestrian and cycling facilities;
  - iv) water and waste water services;
  - v) stormwater management facilities;
  - vi) streetscape improvements; and,
  - vii) *utilities*.
- b) Further to subsection (a) above, the timing of *development* will be subject to the availability of required *infrastructure*, including but not limited to future transportation network improvements and water and wastewater services.
- c) Initial phases of *development* shall not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form or the road network identified on Schedule R.

- 26.7.2 As part of any *development* application in the Hospital District, an assessment of the potential impacts of and to the existing radio towers east of the Hospital District may be required.
- 26.7.3 Block Plans
- a) As part of any *development* application in the Hospital District, a block plan shall be submitted for the entirety of the development block in which the subject lands are located, as identified in Figure 26.3.1.
  - b) The block plan shall:
    - i) provide a comprehensive *development* scheme for the entirety of the block in which the subject lands are located, as identified in Figure 26.3.1;
    - ii) demonstrate how the *development* achieves a minimum of 55% jobs;
    - iii) demonstrate compliance with section 6.1.2 and the Livable by Design Manual; and
    - iv) be prepared in accordance with a terms of reference approved by the Town.
- 26.7.4 Monitoring
- a) The Town will monitor the level of *development* within the Hospital District.
  - b) In order to track the pace of *development* and identify and plan for *infrastructure* improvements, including *active transportation* and transit, the monitoring program shall evaluate the following:
    - i) traffic characteristics on key routes and at key intersections, in accordance with the Town and Region’s transportation study guidelines;
    - ii) existing, approved and proposed development, including the number of residential units and the amount of non-residential floor space;
    - iii) transit usage and *modal share*;
    - iv) population and employment generated by *development*; and,
    - v) indicators of sustainability to be determined by the Town.
- 26.7.5 Transportation
- a) A detailed, intersection level, Transportation Study for the Hospital District shall be completed in accordance with an approved terms of reference, to the satisfaction of the Town and Region, to assess impacts of traffic on Regional and local roadways and to identify road infrastructure upgrades and access

improvements required to facilitate *development* in the Hospital District Secondary Plan area.

- b) Should the results of the Transportation Study show that capacity is not available, *development* may not be permitted until the required improvements to address the capacity constraints have been implemented or a coordinated staging and monitoring plan has been developed to ensure that Regional roads function efficiently as major routes within the Hospital District Secondary Plan area.

#### 26.7.6 Servicing

- a) An update to the approved servicing plan shall be completed, to the Region's satisfaction, to address updated population estimates and distribution to confirm the preferred water and wastewater servicing strategy for the Hospital District and the broader Regional water and wastewater system, including identifying upgrades and improvements that will be required to support *development*.
- b) Should the results of the study show that capacity is not available, *development* may not be permitted until the required improvements to capacity constraints have been implemented or a coordinated staging and monitoring plan has been developed to implement the preferred water and wastewater servicing strategy for the area.

### 26.8 Site-Specific Official Plan Amendments

26.8.1 The Town shall evaluate site-specific official plan amendments in the Hospital District within the context of the goals, objectives and policies of this Plan.

26.8.2 The proponent of an official plan amendment shall submit reports to the satisfaction of the Town demonstrating the rationale for the amendment in accordance with the submission requirements set out in Part F of this Plan.

26.8.3 Additional building height beyond that identified in section 26.5.1 may be considered through a site-specific official plan amendment that demonstrates, in addition satisfying other applicable policies of this Plan, the proposed *development*:

- a) is appropriate in the context of the Town-wide urban structure;
- b) has been considered within a block plan applicable to the development block in which the subject lands are located, as identified in Figure 26.3.1;
- c) addresses parkland dedication requirements;
- d) meets the parking requirements established in section 26.4.1 and Part C of this Plan including sections 6.13 and 8.15;

- e) meets the stormwater management requirements established in section 26.4.2 and Part C of this Plan;
- f) has been designed to comply with section 6 of this Plan and the direction set out in the Livable by Design Manual; and,
- g) addresses servicing and other infrastructure requirements.

## 27. BRONTE GO MAJOR TRANSIT STATION AREA

The Bronte GO Station, located on the Lakeshore West GO rail line, is a major hub for current and planned transit. Rail and bus connections service the area and major improvements to local and inter-regional transit facilities are planned.

The Bronte GO Station and surrounding lands are a *major transit station area* and *strategic growth area* where significant population and employment growth is to be directed to support transit investment and create land use patterns that help to mitigate and adapt to the impacts of a changing climate. The PPS, 2024 requires that *major transit station areas* located on *higher order transit* corridors be planned to achieve a minimum density of 150 residents and jobs combined per hectare.

The Bronte GO *major transit station area* was delineated by Halton Region, in consultation with the Town, as shown on Schedules S1 through S5. It is approximately 146 hectares in size, bounded by the QEW to the north, Fourteen Mile Creek to the east, the established residential area to the south, and *employment areas* to the west.

The Bronte GO *major transit station area* is planned to accommodate increased population and employment densities, and transform over the long-term from an area dominated by employment and industrial uses, to a *transit-supportive*, mixed use, urban community which maintains an employment focus. It will become home to thousands of new residents and employees who are attracted by the features of a *complete community* developed with a *compact urban form* which meet peoples' needs for daily living, including walkable streets, open spaces and amenities, options for getting around, and an attractive public realm.

As the area transforms, land use compatibility with surrounding *employment areas*, existing *major facilities*, and the residential area to the south, is a key objective.

The area is also identified as a *protected major transit station area* by Halton Region, providing opportunities for *affordable housing* through *inclusionary zoning*.

### 27.1 Goal

The Bronte GO *major transit station area* will be a *transit-supportive complete community*. It will transition over time into a vibrant, urban, pedestrian-oriented place, functioning as both an origin and destination for employees and residents. It will be a focus area for employment growth while introducing *compatible mixed use development*, including residential uses, primarily through *mid-rise development*. The immediate station area will serve as the heart of this community, with the highest densities, building heights and mix of uses, with Speers Road as its spine.

## 27.2 Objectives

As the Bronte GO *major transit station area* develops, the Town will, through public actions and in the process of reviewing *development* applications, use the following objectives to guide decisions.

- 27.2.1 To create a multi-modal transportation network with seamless mobility by:
- a) providing multi-modal access to the Bronte GO Station that prioritizes the safe movement of pedestrians and cyclists;
  - b) integrating transit facilities and promoting efficient connections between them including the Bronte GO Station, bus terminal, passenger pick-up and drop-off areas, and *active transportation* facilities;
  - c) ensuring public *infrastructure* is designed to provide safe, reliable and efficient transit operations including transit service integration;
  - d) prioritizing pedestrians, cyclists, and public transit within the transportation network, while balancing the needs of vehicular movements and commercial vehicles;
  - e) providing clear wayfinding signage for transit users;
  - f) increasing *active transportation* and vehicular connections across the rail corridor to improve circulation within the transportation network; and,
  - g) developing an *active transportation* network with connections to the Bronte GO Station, along the rail corridor, and to the surrounding areas.
- 27.2.2 To develop a *transit-supportive* community that responds to the impacts of a changing climate by:
- a) ensuring *development* is provided in a *compact urban form*;
  - b) achieving employment and residential densities that support frequent transit service;
  - c) improving the quality of the built environment, including the public realm, to enhance the pedestrian experience and use of transit;
  - d) integrating strategic parking management strategies and alternative development standards that reduce parking requirements and support transit use and *active transportation*;
  - e) ensuring parking is provided in a *transit-supportive* manner, including siting and designing parking facilities to improve the quality of the area; and,

- f) creating a finer grain public road network to support *development*.

27.2.3 To create a vibrant *complete community* with a sense of identity by:

- a) providing a diverse mix of uses, including office, *major office*, retail, residential, major institutional *development* and *public service facilities* in appropriate locations that support the area in a pedestrian-oriented urban environment;
- b) ensuring the necessities for daily living to support *complete communities* are provided in tandem with growth;
- c) creating new public parks and other open space amenities throughout the area, and linking these spaces to the broader public realm;
- d) providing a pedestrian-friendly public realm and supporting the evolution of the area into an urban place with activity at street level;
- e) providing a strong visible employment presence along the QEW corridor; and,
- f) focusing the highest intensity mixed use *development* toward the Bronte GO Station to create a central area of activity, including gateways to this area; and,
- g) supporting the provision of *affordable housing*.

27.2.4 To ensure *compatible development* by:

- a) protecting existing industrial uses including *major facilities* within and adjacent to the *major transit station area* by ensuring land use compatibility with adjacent new *development*;
- b) balancing the needs of existing employment uses while ensuring the area can adapt and evolve to include a greater mix of office, residential and other *sensitive land uses*;
- c) providing a sensitive transition to the established low rise residential area to the south; and
- d) protecting and enhancing the biological diversity and ecological functions of Fourteen Mile Creek with adjacent *development* and site alteration.

27.2.5 To enable the evolution of the Bronte GO *major transit station area* as a prominent location for employment and population within the Town by:

- a) applying minimum densities to ensure a minimum gross density of 150 residents and jobs combined per hectare is achieved;

- b) providing opportunities for increased building heights in exchange for required segments of future public roads, park and open spaces, and space to accommodate jobs; and,
- c) ensuring that *development* occurs in a comprehensive and progressive manner by monitoring key *development* indicators at regular intervals.

### 27.3 Development Concept

The Bronte GO major transit station area is comprised of seven districts, including four mixed use districts and three employment districts, respectively.

Each district shall have a distinct *character* in terms of its context, land use, and built form, in accordance with Schedules S 1 through S5, and the following policies.

#### 27.3.1 Mixed Use Districts

##### a) Station District

The Station District contains the transportation facilities and transit service that defines Bronte GO as a *major transit station area*, including the train platforms, station buildings, bus terminal, passenger pick up and drop off areas, and parking.

The district shall develop into a vibrant pedestrian oriented place, becoming the highest density and highest intensity mixed use area within the Bronte GO *major transit station area*. The district will host the tallest buildings and have a concentration of residential, office, *major office*, and commercial uses within mixed use buildings. Retail activity will be provided on the ground floor of buildings. The transformation of the District into a mixed use area will have regard for existing industrial uses and *major facilities* in the vicinity and the introduction of *sensitive land uses* will be phased and mitigated accordingly to ensure land use compatibility.

The district will be enhanced by gateways and transit plazas to provide interest and amenity to transit riders, residents, and employees. The eastern edge of the district will be defined by a passive open space area providing important north-south *active transportation linkages*, and providing a buffer from employment uses to the east.

##### b) Speers District

The Speers District shall evolve from an *employment area* to a mixed use area with low and mid-rise built form, and a focus on integrating *compatible* employment uses, including offices and *major offices*. Employment, commercial and residential uses may be permitted in stand-alone and mixed use buildings. Employment and commercial uses shall be directed to locations adjacent to Speers Road, the future bus terminal and the *employment area* to the west.

Speers Road will evolve into a *regional priority transit corridor* providing important transit connections to the Bronte GO Station and beyond. The district will also accommodate the southerly extension of Westgate Road, an important north-south road collection with a grade separated crossing at the rail corridor.

This district is envisioned to accommodate two park and open space areas including one central to the district, adjacent to the rail corridor, and the other in proximity to the station district.

c) Transition District

The Transition District shall evolve from an *employment area* to a low-rise mixed use area that integrates *compatible* employment uses, including offices and *major offices*. Employment, commercial and residential uses may be permitted in stand-alone and mixed use buildings. In coordination with the Speers District and Station District to the north, employment and commercial uses shall be directed to locations adjacent to Speers Road. Residential uses should be directed toward the abutting residential area to the south.

The district will accommodate an appropriate transition to the established residential area to the south through landscape buffering, future road alignments, building placement, and *compatible* built form. Opportunities for pedestrian collections into the residential area to the south will be explored as part of future *development*. A park and open space area is envisioned abutting Speers Road central to the district, as well as linkages to the *active transportation* network.

d) Wyecroft District

The Wyecroft District shall evolve from an *employment area* to a mixed use area with a low and mid-rise built form, and a focus on integrating *compatible* employment uses, including offices and *major offices*. Employment, commercial and residential uses may be permitted in stand-alone and mixed use buildings. Employment and commercial uses should be directed to locations adjacent to Wyecroft Road and the *employment area* to the west.

The district will accommodate the southerly extension of Westgate Road, an important north-south road connection with a grade separated crossing at the rail corridor.

This district is envisioned to accommodate the largest park and open space area with the *major transit station area*, located central to the district and adjacent to the rail corridor. The park should provide active recreational opportunities and connections to an extensive east-west open space corridor and *active transportation* route along the rail corridor. Community services and facilities are encouraged to co-locate in areas adjacent to the park.

The transformation of the District into a vibrant mixed use area will have regard for existing industrial uses and *major facilities* in the vicinity and the introduction of *sensitive land uses* will be mitigated and/or phased accordingly to ensure land use compatibility.

### 27.3.2 Employment Districts

#### a) QEW District

The QEW District will support job growth and higher density employment uses. High quality employment uses and *development* are envisioned to locate in this district, taking advantage of the high visibility along the QEW corridor. Employment uses in this district will provide a buffer between nearby *major facilities*, including the Mid-Halton Wastewater Treatment Facility to the north, and the eventual introduction of *sensitive land uses* envisioned in the Wyecroft and Station Districts to the south.

#### b) Third Line District

The Third Line District is a highly visible *employment area* adjacent to Third Line. The district provides the only north-south road extending beyond the *major transit station area*, offering convenient connections to the QEW interchange. The district will evolve to support job growth and higher density employment uses and commercial *development* integrated with employment uses along Wyecroft Road and Speers Road. Employment and commercial uses in this district will provide a buffer between industrial uses and *major facilities* to the east, and the eventual introduction of residential and other *sensitive land uses* envisioned to the west. The district is envisioned to accommodate open space areas providing *active transportation* connections along the rail corridor and adjacent to the residential community in the south.

The intersections of Wyecroft Road and Third Line, as well as Speers Road and Third Line, are critical intersections within the broader transportation network, and are identified for improvements.

The redevelopment of properties adjacent to the Fourteen Mile Creek shall provide required buffers and will assist to protect and enhance the environmental conditions of the Natural Area designation.

#### c) Eastern District

The Eastern District is an *employment area* that will support a wide variety of business and economic activities. Over time, the *employment area* will transition to lighter employment uses, and new *major facilities* will not be permitted. Adjacent to Speers Road, service commercial, convenience retail, and other *arterial commercial* uses are also envisioned to support the broader *employment area* and *major transit station area*.

*Development* along Speers Road will support the evolution of the Speers Road Corridor as a *strategic growth area* and will ensure the function of Speers Road as a *regional transit priority corridor* with *active transportation* connections is realized.

Wallace Road will be improved, and *development* shall provide an appropriate transition to the established residential area to the south.

The redevelopment of properties adjacent to Fourteen Mile Creek shall provide required buffers and will assist to protect and enhance the environmental conditions of the Natural Area designation.

## 27.4 Functional Policies

### 27.4.1 Population and Employment Densities

- a) The Bronte GO *major transit station area* has been planned to achieve a minimum gross density of 150 residents and jobs combined per hectare in accordance with the PPS, 2024. Minimum density requirements are provided on Schedule S3, represented in *floor space index* (FSI), to achieve the minimum gross density.
- b) A general target proportion of approximately 40 percent residents and 60 percent jobs is to be achieved across the entire *major transit station area*.
- c) The Bronte GO *major transit station area* is planned to accommodate a minimum of 5,800 residential units and 997,000 square metres of retail, service commercial and employment space, resulting in approximately 8,200 residents and 18,600 jobs, for an estimated 26,800 residents and jobs.
- d) The overall mix of residents and jobs will be achieved over the long-term, and shall be monitored at intervals not less frequently than at the time of the next *required comprehensive Official Plan Review*. Monitoring is intended to assess progress toward achieving the general target proportion of residents and jobs. If there are significant deficits or deviations from these targets, a strategy may be developed to redress them in conjunction with the Region.

### 27.4.2 General

- a) Town master plans and implementation documents shall be updated and prepared to support the planned growth and change in the Bronte GO *major transit station area* to 2051 and beyond, as applicable.
- b) Innovative engineering and design solutions or alternate standards for *infrastructure*, parks and open spaces, that are appropriate for a high density urban area and optimize environmental sustainability and life cycle costs shall be

encouraged and implemented through master plans, implementation documents, *development*, and *infrastructure* projects, subject to any necessary approvals.

#### 27.4.3 Transportation

- a) Road, transit, and *active transportation infrastructure*, as shown on Schedules C, D, S4 and S5 should be provided to accommodate future growth and *development* in the Bronte GO *major transit station area*.
- b) A finer-grain grid of new public roads shall be established to provide access and address for new *development*.
- c) The Town shall protect for and may secure rights-of-way on alignments shown on Schedules C, D, S4 and S5 through the planning approval process. Final rights-of-way and road alignments shall be determined through detailed transportation studies, environmental assessments where required, and the planning approval process.
- d) Future transportation studies and environmental assessments should establish appropriate right-of-way widths for vehicular movements, while enabling a safe and comfortable environment for pedestrians, cyclists, and transit users.
- e) Changes to the requirement, location or alignment of new transit services, roads and *active transportation* facilities, as shown on Schedules C, D, S4 and S5, will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained, to the satisfaction of the Town and Region, and *intensification* opportunities and overall connectivity is not precluded.
- f) Westgate Road and its planned extension southward to Speers Road, including the grade separated crossing at the railway corridor, shall be subject to an environmental assessment. The grade separated crossing should provide for enhanced *active transportation* facilities, separate from the roadway. As part of the environmental assessment process, the alignment of the Westgate Road extension should minimize property impacts to the extent possible so as to maximize *development* opportunities on the remainder of impacted properties.
- g) Future roads in proximity of the Bronte GO Station may require special rights-of-way widths, functional considerations, and facility requirements to accommodate transit facilities and connections with the Bronte GO Station, including pick-up and drop-off areas. Final roadway design shall be determined following a required transportation study or impact analysis, in coordination with Metrolinx. The mobility of, and amenity for, pedestrians, cyclists, and transit users shall be prioritized.
- h) Future roads and the enhancement to existing roads should be designed as complete streets and prioritize year-round walking, cycling and transit use, while balancing the needs of vehicular movements and commercial vehicles.

- i) *Active transportation* Network
  - i) The *active transportation* connections shown on Schedule S5 should primarily be provided off-street as part of an integrated open space system.
  - ii) The *active transportation* linkage areas shown on Schedule S5 are intended to provide pedestrian and cycling connections between the Bronte GO *major transit station area* and the established residential area to the south. *Active transportation* connections shall be explored as part of the planning application process in these areas, and may be protected for as part of *development*, and should be implemented, where feasible.
  - iii) As part of future updates to the Active Transportation Master Plan or other applicable study, an *active transportation* route, running east-west within the *utility* corridor north of the railway, should be studied and extended beyond the Bronte GO *major transit station area*, where feasible.
  - iv) Additional *active transportation* routes not shown on Schedule D may be identified on future local roads as part of detailed transportation studies.
  - v) A grade separated pedestrian crossing at the rail corridor that is incorporated with the Bronte GO Station, shown as an enhanced feature area on Schedule S5, which connects the north-south linear *active transportation* connection and open space network, shall be encouraged.
  - vi) A trail network adjacent to the Fourteen Mile Creek may be established to provide amenity and access to natural features within the Bronte GO *major transit station area*. Passive recreation uses such as pedestrian trails where they are adjacent to natural features shall be located and designed for the protection and enhancement of natural features and shall be developed in accordance with the Natural Area designation policies of this Plan. Feasibility of a trail shall be subject to a future study as reviewed and approved by the Town, in consultation with Conservation Halton.
- j) Transit Facilities
  - i) The existing bus terminal should be relocated to the south side of the railway with transit access from Speers Road. The location and orientation of the bus terminal shall be designed to provide direct pedestrian connections between bus and rail services, including convenient access to vehicular pick-up and drop-off areas.
  - ii) The incorporation of passenger amenities in buildings and open space areas adjacent to transit stops, the bus terminal and Bronte GO station, should be provided.

- iii) The Town shall work with Metrolinx to ensure improvements to the Bronte GO Station are aligned and integrated with this Plan, including but not limited to:
- accommodating station access and connections for all transportation modes;
  - the relocation of the bus terminal to the south side of the train tracks;
  - the integration of local transit service on the *regional transit priority corridor* along Speers Road;
  - future connections across the rail corridor associated with the Bronte GO Station; and,
  - the reimagining of existing surface parking areas to structure parking or other innovative solutions.
- k) Parking
- i) Reduced and/or maximum parking standards shall be provided in the implementing zoning.
- ii) *Transportation demand management* measures which reduce the need for parking shall be reviewed as part of the planning application process, and should be implemented where feasible.
- iii) The Town shall work with Metrolinx to ensure that a strategic approach to the provision of parking for the Bronte GO Station is undertaken as part of the *development* of Metrolinx lands to achieve the policies of this Plan.
- iv) Surface parking is discouraged in favour of structured and underground parking. Where surface parking is provided it shall be limited to the extent possible, located in the side or rear yard, and the visual impact shall be mitigated by a combination of setbacks and landscaping.
- v) Above ground parking structures should be integrated with *development*, and shall be appropriately sited and screened, including appropriate landscaping, to the satisfaction of the Town. Active uses at-grade should be provided within parking structures that face a public street, and shall be required adjacent to primary streets in accordance with Schedule S5.
- vi) On-street parking shall be encouraged on local streets, where possible.
- vii) Shared parking facilities shall be encouraged.

- viii) No more than 20 percent of required parking should be provided as surface parking within the Station District.
- ix) Where *development* is to proceed in phases and surface parking is located where future *development* will be accommodated, a parking plan and strategy demonstrating how parking areas will be staged during construction and accommodated in future *development* phases, shall be provided.
- x) Parking structures are permitted throughout the Bronte GO *major transit station area*.

#### 27.4.4 Stormwater Management

- a) Development within the Bronte GO *major transit station area* shall be required to implement the stormwater management techniques in accordance with the policies of this Plan and the recommendations of the Town's Stormwater Master Plan (2019) and any other subsequent studies or updates.
- b) Low impact *development* techniques to manage storm water and reduce runoff should be incorporated into the design of new roads, providing for the conveyance of stormwater, infiltration and increased water quality.
- c) New off-site stormwater management facilities should be provided as subsurface storage facilities, and may be located and integrated with future park and open space areas, where possible, to maintain the developable area in the Bronte GO *major transit station area*.
- d) Existing ditches adjacent to South Service Road West should be maintained and enhanced in the design of any future road improvements or adjacent *development*.
- e) Stormwater management components including compatible Low Impact Development Infrastructure (i.e., vegetated swales) required to convey flow from facilities outside of the Natural Area designation to Fourteen Mile Creek may be permitted, where deemed essential, and it is determined that there is no negative impact on the ecological features and functions through an Environmental Impact Statement and approved by the Town.

#### 27.4.5 Land Use Compatibility

- a) *Sensitive land uses* shall be planned, phased and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from noise, vibration, odour, dust and other contaminants, and ensure risk to public health and safety is minimized.
- b) The entire Bronte GO *major transit station area* is within a potential influence area of one or more existing *major facilities*. As part of a complete application, all *development* applications proposing *major office*, residential or other *sensitive*

*land uses* shall include a land use compatibility assessment, including but not limited to:

- i) noise and vibration study; and,
  - ii) air quality report.
- c) Compatibility assessments shall be prepared in accordance with a terms of reference approved by the Town, and undertaken in accordance with applicable Provincial and Regional guidelines, standards and procedures, and demonstrate that:
- i) there is an identified need for the proposed use;
  - ii) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
  - iii) adverse effects to the proposed *sensitive land use* are minimized and mitigated; and,
  - iv) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.
- d) Notwithstanding any land use designation permitting otherwise, to protect the operational and economic viability of existing *major facilities*, a new *sensitive land use* shall not be permitted within the minimum separation distance of a *major facility*, in accordance with Provincial and Regional guidelines.
- e) Where a compatibility assessment demonstrates that source and/or site receptor mitigation actions are required, the mitigation measures shall be at the expense of the applicant and agreed upon by all effected parties.
- f) Noise attenuation walls adjacent to public streets shall be avoided. Where a noise attenuation wall is unavoidable, it shall be designed to contribute to a high-quality public realm, including landscaping where appropriate.
- g) For the purpose of noise and vibration studies, the Bronte GO *major transit station area* shall be a Class 4 area under the Provincial NPC-300 guidelines, as applicable.
- h) Warning clauses in offers of purchase and sale, lease or rental agreements and condominium declarations, or other development agreements as applicable, shall be determined and secured through the planning application process, and may include, but not limited to, advising purchasers and future occupants of:
- i) the proximity of *major facilities* including associated heavy truck traffic;

- ii) the proximity of the railway and associated rail traffic and operations; and,
  - iii) the property being located within a Class 4 area as per the Provincial NPC-300 guidelines.
- i) Where new light industrial uses, or expansion of existing industrial uses, are proposed in the Bronte GO *major transit station area*, a noise and vibration study and air quality report, or other technical and environmental reports as appropriate, may be required as part of a complete application to ensure the proposed facility or expansion will not impact the achievement of this Plan, and to identify and implement appropriate mitigation measures to reduce and minimize potential adverse effects.
- j) Rail
- i) Compatibility assessments may be required for *development* adjacent to the railway right-of-way to identify measures required to mitigate any identified safety, security, noise and vibration issues.
  - ii) Unless otherwise directed by the property owner of the railway right-of-way:
    - buildings shall be setback a minimum of 30 metres from the property line of the railway right-of-way. Notwithstanding the required setback, *infrastructure*, parking areas, transit facilities including ancillary uses and amenities related thereto, and parks and open spaces, may be permitted within the setback; and,
    - no tall vegetation should be planted within 3.5 metres of the railway right-of-way.
  - iii) Warning clauses in offers of purchase and sale, lease or rental agreements and condominium declarations, or other development agreements as applicable, shall be determined and secured through the planning application process, and may include, but not limited to, advising purchasers and future occupants of the proximity of the railway and associate rail traffic and operations.
  - iv) An environmental easement for operational emissions from the railway should be registered on title for properties within 300 metres of the railway corridor, in favour of the railway owner, at the time of property redevelopment.

#### 27.4.6 Housing

- a) Within the Bronte GO *major transit station area*, residential *development* should include:

- i) purpose-built rental housing,
  - ii) a range of building and unit types and sizes to accommodate a variety of households;
  - iii) a mix of medium and high density housing; and,
  - iv) *affordable housing*.
- b) Residential *development* and buildings should be designed to accommodate various household sizes and include:
- i) storage for use by the unit occupant;
  - ii) operable windows;
  - iii) balconies or terraces, and common outdoor amenity areas; and,
  - iv) common indoor amenity areas.
- c) *Affordable housing and Inclusionary Zoning*
- i) An *inclusionary zoning* framework may be established for the Bronte GO protected *major transit station area*.
  - ii) An *inclusionary zoning* framework shall be informed by an assessment report.
  - iii) The assessment report may inform the development of a Town-initiated official plan amendment for the Bronte GO *major transit station area* including:
    - an *affordable housing* target, as applicable; and,
    - the minimum number of *affordable housing* units and/or the minimum gross floor area of *affordable housing* required within residential and mixed use buildings, as applicable.

#### 27.4.7 Public Service Facilities

- a) The Town shall monitor *public service facility* needs as the Bronte GO *major transit station area* develops, and work with Halton Region and public agencies to enable the *development* of required facilities as they are identified.
- b) New *public service facilities* shall be provided in a timely manner to support growth.

- c) *Educational facilities* may be required as *development* proceeds and projected demand aligns with student population growth. *Educational facilities* are encouraged to be incorporated into mixed use *development*.
- d) *Development* may be required to contribute to the delivery of *community service facility* needs identified through the planning application process or other Town master plan or strategy by providing:
  - i) new space for on-site community facilities;
  - ii) new space for off-site community facilities within an appropriate distance; and/or,
  - iii) a contribution towards a specific *community service facility* that meets identified needs.
- e) *Public service facilities* including child care centres, *educational facilities*, libraries, and cultural and recreational facilities, should be directed toward the mixed use areas within the Bronte GO *major transit station area*.
- f) *Public service facilities* should be planned and designed to meet the requirements of the Town and/or public agencies, and should:
  - i) be provided in visible locations with strong pedestrian, cycling and transit connections;
  - ii) be co-located with each another in mixed used buildings, where possible, and provide for integrated pick-up and drop-off areas, as applicable;
  - iii) be located adjacent to parks and open spaces to enable synergies between facilities, where appropriate and applicable; and,
  - iv) provide for multi-functionality through flexible, accessible, multi-purpose spaces that can be programmed in different ways and can adapt over time to meet the varied needs of the community.

## 27.5 Urban Design

In addition to the Urban Design policies in section 6 of this Plan, the following policies shall apply specifically to the Bronte GO *major transit station area*.

### 27.5.1 General

- a) The urban design plan for the Bronte GO *major transit station area* is provided on Schedule S5.

- b) *Development* and public realm improvements shall be evaluated in accordance with the urban design direction provided in the Livable by Design Manual, and any other Council endorsed policies and documents relevant to the Bronte GO *major transit station area*.
- c) The Town may develop additional urban design direction for the Bronte GO *major transit station area*.

#### 27.5.2 Public Realm and Skyline

- a) View corridors and view termini may be identified as part of the *development* process and should be created or enhanced at appropriate locations to highlight and frame:
  - i) civic buildings;
  - ii) important architectural features, buildings or landmarks, including the Bronte GO Station and gateway locations; and,
  - iii) parks and open space areas.
- b) The design of new *development* shall improve access to and from existing and planned transit stations and stops. Improvements may include, but are not limited to, wayfinding solutions, new pathways, weather protected links and enhancing existing transit facilities.
- c) A height peak shall be created within the Station District, with buildings closest to the Bronte GO Station being the tallest buildings within the Bronte GO *major transit station area*.

#### 27.5.3 Streetscapes

- a) Streets within the Bronte GO *major transit station area* shall provide pedestrian-oriented streetscapes through a combination of wide sidewalks, landscaping, tree plantings, and street furniture including benches, transit shelters and bike racks, appropriate for an urban context. Places for gathering and public art installation are encouraged.
- b) Active street frontages with active at-grade uses that contribute to a lively, pedestrian-oriented environment are encouraged throughout the Bronte GO *major transit station area*, and in particular at intersections, in the Station District, and along Speers Road.
- c) Buildings and structures along primary streets identified on Schedule S5 shall, and on secondary streets identified on Schedule S5 should:
  - i) incorporate a high degree of transparency on the ground floor;

- ii) provide building openings and principal entrances facing the street; and,
- iii) contain commercial and limited office uses adjacent to the street which foster an active street environment

#### 27.5.4 Pedestrian and Cyclist Access and Connections

- a) *Active transportation* connections that are established as part of the planning application process within the linkage areas shown on Schedule S5, shall be designed to ensure pedestrian and cyclist safety, and may include lighting.

#### 27.5.5 Gateways and Enhanced Feature Areas

- a) Through public actions and the *development* process, gateway treatments shall be provided in the Bronte GO *major transit station area*.
- b) Gateways are identified on Schedule S5 and indicate locations which are visually prominent entry points to the Bronte GO Station and Station District, the heart of the *major transit station area*. Gateway treatments shall be provided at these locations, and can include well-designed landmark built form or structures, distinctive streetscape treatments, landscaping and/or public art. Identified gateways include:
  - i) the intersection of Speers Road with a new street adjacent to the relocated bus terminal; and,
  - ii) the intersection of Wycroft Road and South Service Road, including the extension of a new public street to the south.
- c) Through public actions and the *development* process, enhanced feature areas identified on Schedule S5 shall be provided. These locations shall provide for distinct public realm features specific to their context and may include:
  - i) enhanced streetscape treatments and public art associated within the future grade separated crossing and Westgate Road extension; and,
  - ii) enhanced pedestrian amenities and grade separated crossing as part of the north-south open space system, coordinated with the Bronte GO Station.

#### 27.5.6 Mid-block Connections

- a) The transportation network should be supported by mid-block connections, shown conceptually on Schedule S5, which may be provided as additional streets if detailed transportation studies deem them warranted, or as other publicly accessible connections or laneways.

- b) Mid-block connections may be established through the planning application process, and may also be considered in an east-west configuration not shown on Scheduled S5.
- c) Mid-block connections should improve and consolidate access to *development*, and enhance connections and mobility within and through the area.

#### 27.5.7 Transition to Existing Residential Area

- a) Where *development* is proposed on a lot abutting the existing residential area south of the *major transit station area*, it shall be designed to achieve an appropriate transition between the new *development* and existing residential area, which may include *compatible* built form, appropriate transition of height, spatial separation and landscape buffering.
- b) As part of the planning application process, a landscape buffer shall be maintained, established and/or enhanced abutting the existing residential area.
- c) Where the future east-west road is planned south of Speers Road, as part of the planning application process, the road may be aligned to create a single loaded road and assist in providing a larger spatial separation distance between future *development* and the established residential area.
- d) For properties south of Speers Road and west of Third Line:
  - i) a 20 degree angular plane shall be applied from the property line along the southern edge of the *major transit station area*;
  - ii) the angular plane shall inform built form and building heights in this area to provide an appropriate transition;
  - iii) the angular plane shall only apply to the portion of a building greater than three storeys; and,
  - iv) minor deviations in building height above the angular plane may be permitted.

#### 27.5.8 Built Form

- a) Buildings shall have a *transit-supportive* built form that is oriented to the street to create a pedestrian-friendly urban environment.
- b) Building separation and side property setbacks for tall and mid-rise buildings should be achieved in accordance with the Livable by Design Manual
- c) Tall building tower spacing and orientation, as well as floorplate control, should be achieved in accordance with the Livable by Design Manual.

## 27.6 Parks and Open Space

- 27.6.1 Parks, open spaces, and transit plazas, shall be provided in a timely manner to support growth in the Bronte GO *major transit station area*.
- 27.6.2 Through the planning application process, open space areas shown conceptually on Schedule S5, should be provided or enhanced. The precise size and configuration of parks and open spaces shall be determined as part of the planning application process or as other public initiatives proceed.
- 27.6.3 The approximate location of open space areas should be provided generally in accordance with Schedule S5, in order to realize the broader land use planning objectives of this Plan, including land use compatibility considerations.
- 27.6.4 This plan should achieve approximately 14 hectares of publicly accessible land for parks and open space, which includes the appropriate enhancement and joint use of the open space lands within the *utility* corridor for *active transportation*.
- 27.6.5 New parks, open spaces and transit plazas will be sized and configured to accommodate a range of active and passive recreational opportunities, suitable to their location. As part of future park programming, the inclusion of dog park areas and community gardens shall be an objective.
- 27.6.6 Active parkland facilities, such as playgrounds, should be avoided in open space areas that are within the buffer area of an existing *major facility* to maintain land use compatibility.
- 27.6.7 Parks and open space areas should incorporate green *infrastructure* that enhances the ecological function of the area and supports stormwater management, including subsurface stormwater facilities where appropriate.
- 27.6.8 As a priority measure, parkland dedication collected within the Bronte GO *major transit station area* should be used toward the implementation of the park and open space network within the Bronte GO *major transit station area*.
- 27.6.9 The plan provides for the following:
- a) Open Space Corridor
    - i) an east-west open space corridor, located north of the railway within the *utility* corridor, providing *active transportation* connections to the Bronte GO Station, and beyond; and,
    - ii) a north-south open space corridor providing a buffer between planned mixed use areas in the west and employment uses in east, as well as off-street *active transportation* connections and enhanced pedestrian facilities at the rail corridor.

- b) Wycroft District Parks
    - i) a new park facility abutting the rail corridor, providing opportunities for active parkland and connections to the *active transportation* network; and,
    - ii) a new park facility abutting the QEW District, providing amenity to nearby employment uses and the northwest area of the *major transit station area*.
  - c) Speers District Parks
    - i) a new park facility on the south side of the rail corridor, providing opportunities for active parkland uses and connections to the *active transportation* network to the Bronte GO Station; and,
    - ii) a new open space area in proximity to the relocated bus terminal to provide amenity to transit users and future residents.
  - d) Transition District Park
    - i) a new open space area providing amenity to emerging mixed use areas on the south side of Speers Road.
  - e) Transit Plazas
    - i) a transit plaza on the north and south side of the rail corridor, associated with the Bronte GO Station, providing enhanced amenity to the station area and a more pleasant experience for people using the station.
- 27.6.10 A public trail may be provided along the west side of Fourteen Mile Creek connecting South Service Road to Wycroft Road. The trail may be permitted in the buffer, outside of natural features, if demonstrated there will be no negative impacts on natural features or their ecological functions through an Environmental Impact Statement and approved by the Town.
- 27.6.11 Publicly accessible private open spaces (POPS), which are incorporated into individual *development* sites, may be pursued by the Town as a means to complement and add to the open space network and the other objectives of this Plan. Where applicable, these spaces should serve as transition areas between the public and private realms.

## 27.7 Land Use Policies

Land use designations are provided on Schedule S1. In addition to the policies in Part D of this Plan, the following policies apply specifically to the Bronte GO *major transit station area*.

- 27.7.1 *Development* or site alteration proposed within 120 metres of the Natural Area designation shall be subject to policies under the Natural Area designation policy of this Plan. The boundaries of the Natural Area designation may be refined, with additions, deletions and/or boundary adjustments, through an Environmental Impact Study as part of the planning application process, including the delineation of all natural hazards and significant woodlands and the determination of a final width of the required buffer and Conservation Halton's regulatory allowances.
- 27.7.2 The following uses shall not be permitted:
- a) new automobile sales and automobile related uses, including automobile service stations, except for lands within the Eastern District;
  - b) new *major facilities*, as determined by applicable Provincial and Regional guidelines;
  - c) new outdoor storage and processing; and,
  - d) new drive-through facilities.
- 27.7.3 *Major office* and major institutional uses shall be permitted in all land use designations, subject to the land use compatibility policies of this Plan, as applicable. Where a building is located on a primary street as shown on Schedule S5, commercial uses shall be provided on the ground floor facing the street.
- 27.7.4 *Public service facilities* and community uses are permitted in all land use designations, subject to the land use compatibility policies of this Plan, as applicable. Locations for *public service facilities* and community uses shall be guided by section 27.4.7 of this Plan, and are encouraged to be located within mixed use buildings.
- 27.7.5 On the lands designated Urban Core:
- a) Stand-alone residential, commercial and office buildings may be permitted. However, as part of any redevelopment, a similar number of jobs must be accommodated on-site in accordance with section 27.7.11.
  - b) Notwithstanding policy 27.7.5 a) all development within the Station District shall be within mixed use buildings.
  - c) Commercial uses shall be provided on the ground floor of buildings facing primary streets and are encouraged throughout the mixed use area.
  - d) On the lands within the Station District adjacent to the Bronte GO Station, the transit station including all related transit infrastructure and amenities, such as but not limited to, passenger pick-up and drop-off areas and the bus terminal, shall be permitted.

- 27.7.6 On the lands designated Urban Centre:
- a) Mixed use buildings are encouraged.
  - b) Stand-alone residential, commercial and office buildings may be permitted. However, as part of any redevelopment, a similar number of jobs must be accommodated on-site in accordance with section 27.7.11.
  - c) Commercial uses shall be provided on the ground floor of buildings facing primary streets
  - d) As part of redevelopment, commercial and employment uses should be located adjacent to Speers Road, Wycroft Road, the Westgate Road extension, and the *employment areas* to the west.
- 27.7.7 On the lands designated Utility within the Station District, transit-related and *transit supportive* uses and facilities may also be permitted, subject to the protection of *utilities*, including:
- a) station buildings and related office and commercial uses;
  - b) bus terminals;
  - c) passenger amenity areas and public open spaces;
  - d) passenger pick-up and drop-off areas; and,
  - e) surface and structured parking.
- 27.7.8 On the lands designated Office Employment and Business Employment, retail, service commercial, including restaurants, and *arterial commercial* uses, may also be permitted in conjunction with permitted uses, where they face a primary street or secondary street as shown on Schedule S5.
- 27.7.9 All proposed *sensitive land uses* are subject to the land use compatibility policies in this Plan.
- 27.7.10 The lands designated Parkway Belt are subject to the Parkway Belt West Plan. The policies of the Parkway Belt West Plan shall govern the use of these lands until such time that the lands are removed from the Parkway Belt West Plan and come under the jurisdiction of the Town and this Plan. Upon removal of the lands from the Parkway Belt West Plan, the lands shall be subject to the policies pertaining to the adjacent land use, building heights, and densities, as applicable.
- 27.7.11 Retaining Employment Space for Jobs in Redevelopment

- a) On land designated Urban Centre and Urban Core where a *development* application proposes the redevelopment of an employment use or building, the new *development* shall provide space for a similar number of jobs to be accommodated on-site. This may be achieved by, but not be limited to:
  - i) providing the same or similar amount of commercial and/or employment ground floor area in the new *development* that was previously on the site for the same type of employment use; or,
  - ii) providing a proportional amount of commercial and/or employment ground floor area in the new *development* that would yield a similar number of jobs and which accounts for an average floor area required per employee for the proposed use.
- b) For the purpose of section 27.7.11 a) ii), the determination of the average floor space per worker should follow best practices and industry standards as they evolve.
- c) The Town may utilize tools such as Community Improvement Plans, implementing Zoning By-laws, or development guidelines, for retaining employment space for jobs in redevelopment, and support the development of employment uses.
- d) Required commercial and/or employment ground floor area should be developed in advance of, or concurrent with, non-employment uses. However, where required commercial and/or employment ground floor area is to be accommodated within a *major office* or stand-alone employment *development* that will generate substantially more jobs than previously on-site, provisions shall be established in the implementing zoning by-law which determines the phasing of *development* for employment and non-employment uses.

#### 27.7.12 Building Heights

Permitted building heights are provided on Schedule S2. The following additional policies apply:

- a) Notwithstanding the permitted building heights shown on Schedule S2:
  - i) the maximum building height on lands abutting the residential area to the south of the *major transit station area*, east of Third Line, shall be 3 storeys.
  - ii) building heights on lands south of Speers Road and west of Third Line shall be subject to the policies in section 27.5.7 to ensure an appropriate transition to the existing residential area.
  - iii) where building heights south of Speers Road and west of Third Line are permitted to exceed the maximum building height on Schedule S2, in

accordance with the implementation policies in section 27.9.2, the additional building height shall be directed away from the established residential area and meet the angular plane policies in section 27.5.7 d) of this plan.

- iv) maximum building heights on lands designated Utility shall be compatible with the utility corridor and surrounding area.
- v) building height permissions shall be confirmed as part of a land use compatibility assessment as set out in section 27.4.5 b). Limitations to maximum building height permissions may apply if mitigation cannot be appropriately address, where applicable.
- vi) minimum building heights shall not apply to:
  - lands required for parks and open space;
  - building podiums;
  - community uses operated by a public authority; and,
  - above ground parking structures.

#### 27.7.13 Densities

Required minimum densities are provided on Schedule S3. The following additional policies apply:

- a) Notwithstanding the minimum densities shown on Schedule S3, minimum densities shall not apply to:
  - i) lands required for parks and open spaces;
  - ii) community uses operated by a public authority; and,
  - iii) above ground parking structures.

#### 27.8 Bronte GO Major Transit Station Area – Exceptions

The following additional policies apply to certain lands on Schedule S1, Bronte GO MTSA Land Use.

27.8.1 On the lands designated Business Employment and known as 731 Third Line, the existing asphalt plant operation, concrete batching plant operation and associated outdoor storage, processing and recycling may be permitted.

27.8.2 On the lands designated urban centre and known as 2250 Speers Road, the existing one storey dementia care centre, which includes overnight accommodation, shall be permitted.

## 27.9 Implementation Policies

In addition to the Policies in Part F of this Plan, the following implementation policies apply specifically to the Bronte GO major transit station area.

### 27.9.1 Phasing/Transition

- a) *Development* will occur gradually over the long-term and be coordinated with the provision of *infrastructure*, including:
  - i) transit, including a relocated bus terminal;
  - ii) pedestrian and cycling facilities;
  - iii) road network capacity and connections;
  - iv) water and wastewater services;
  - v) stormwater management facilities;
  - vi) streetscape improvements; and,
  - vii) *utilities*
- b) Land use compatibility considerations may influence the ability for residential and other *sensitive land uses* from being introduced within the mixed use districts. All *development* shall have regard for existing *major facilities* in the vicinity, and the *development* of *sensitive land uses* will be mitigated and/or phased accordingly to ensure land use compatibility can be maintained as the mixed use areas transition over time.
- c) Initial phases of *development* shall not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form including the future transportation network.
- d) Where a *development* is proposed to proceed in phases or is required to address coordination issues between landowners, an area design plan, including a *development* concept report and a phasing plan, shall be required from the applicant. The area design plan shall demonstrate how the *development* will not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form, including accommodation of required facilities, if any. The area design plan will demonstrate conformity with the policies of this Plan and will provide details including:
  - i) the specific location and boundaries of land uses and designations;

- ii) the detailed road pattern including on-street parking, active transportation, transit facilities and streetscape/public realm enhancements;
  - iii) the size and location of parks and open spaces;
  - iv) the size and location of *public service facilities*, if any;
  - v) the size, location and general configuration of storm water management facilities, if any;
  - vi) coordination with land uses, road patterns, and conceptual redevelopment of lands outside, but adjacent to, the lands which are the subject of the area design plan; and,
  - vii) the density and distribution of built form, building heights, and housing types including *affordable housing*.
- e) Where the planned scale or configuration of *development* is not feasible on an individual property within the Bronte GO *major transit station area*, property consolidation shall be required. Where property consolidation is not possible, development permissions may be limited.
  - f) The uses and buildings that legally existed prior to the adoption of this Plan may be permitted to continue, however, they are intended to be redeveloped in conformity with this Plan.
  - g) The redevelopment of existing low-rise employment and commercial uses, including motor vehicle related uses, may occur gradually over the long-term. Notwithstanding the minimum building heights shown on Schedule S2, and minimum densities shown on Schedule S3, building additions, and/or alterations may be permitted, where they can be demonstrated not to preclude the long-term redevelopment of the property as set out in this Plan.
  - h) When road classifications and alignments of future roads are determined through detailed transportation study or Environmental Assessment, the abutting land use designation, building heights, and minimum density as shown on Schedule S 1, S2 and S3 may be adjusted to align accordingly, without the need for amendment to this Plan. If a future road is determined to be not required, no adjustment to the alignment of the land use designation, building height and minimum density is required.

#### 27.9.2 Additional Height Potential

- a) Future Roads, Parks, and Open Spaces

The gross floor area generated by calculating the minimum *floor space index*, as shown on Schedule S3, which could otherwise be accommodated on the portion

of a lot required to be dedicated for a public road, park or other open space, may be transferred to the retained lot or block, and accommodated on the lot or block as increased building height above the maximum permitted height, as shown on Schedule S2, to a maximum of four additional storeys, subject to all other policies of this Plan.

b) Accommodating Office Uses

One additional storey in building height may be permitted, above the maximum permitted height as shown on Schedule S2, for every 800 square metres of net leasable floor area of office space provided. This does not include the gross floor area which is required to be accommodated to provide for a similar number of jobs on-site.

c) Transfer of Permitted Building Height

Where lower than the permitted maximum building heights are provided, the transfer of the unused building height to another building within the same *development* may be permitted to provide a variety of building forms and heights.

d) Total Additional Height

Notwithstanding subsection a), b) and c) above, in no instance shall the building height exceed four additional storeys above the maximum building height as shown on Schedule S2.

e) Interpretation

Where the portion of a lot is required to be dedicated for a public road, park or open space, and the public road park or open space aligns with the boundaries of the minimum *floor space index* shown on Schedule S3, the greater minimum *floor space index* may be permitted to be transferred.

### 27.9.3 Zoning By-law

- a) New *sensitive land uses* contemplated in this plan may not be permitted as-of-right within the minimum separation distance or potential influence area of an existing major facility.
- b) New *sensitive land uses* shall be protected from existing major facilities through the development approval process, including the implementing zoning, which may require appropriate spatial separation and set backs, buffers, and limited building heights.
- c) A holding “H” symbol may be applied to ensure mitigation is appropriately addressed.

#### 27.9.4 Program and Initiatives

The Town may, in coordination with Halton Region, the Province and Metrolinx, as applicable, develop or assist in developing, implementation strategies, programs and initiatives for the Bronte GO major transit station area, including:

- a) a parkland strategy for the Bronte GO *major transit station area*;
- b) detailed station planning including a parking strategy or management plan;
- c) detailed transportation studies, environmental assessments, Environmental Impact Statement, or transit project assessment process;
- d) area servicing plans;
- e) streetscape plans;
- f) a *community improvement plan*;
- g) sustainability initiatives, including *district energy*; and,
- h) a land acquisition strategy.

#### 27.9.5 Monitoring

- a) The Town will monitor the level of *development* within the Bronte GO *major transit station area*.
- b) The Town may, in conjunction with the planning application process, monitor the level of *development* against:
  - i) associated traffic conditions within the Bronte GO *major transit station area* in order to assess and determine required transportation improvements, as applicable;
  - ii) the ratio of jobs to residents;
  - iii) the provision of *affordable housing*; and,
  - iv) the identification and need for *public service facilities*, as applicable.

#### 27.9.6 Transportation

- a) A detailed, intersection level, Transportation Study for the Bronte GO *major transit station area* shall be completed in accordance with an approved Terms of Reference, to the satisfaction of the Town and Region, to assess impacts of traffic on Regional and local roadways and to identify road infrastructure upgrades and

access improvements required to facilitate development in the Bronte GO *major transit station area*.

- b) Should the results of the Transportation Study show that capacity is not available, development may not be permitted until the required improvements to address the capacity constraints have been implemented or a coordinated staging and monitoring plan has been developed to ensure that Regional roads function efficiently as major routes with the Secondary Plan area.



## 28. SPECIAL POLICY AREAS

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

### 28.1 Former Hospital Site – Potential Seniors-oriented Housing

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

28.1.1 The Medium Density Residential designation at the south end of the former hospital site may be considered for seniors-oriented housing and supporting uses, subject to implementing zoning and an approved site plan supported by the submission of the following studies and any other requirements under section 30.19:

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

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

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

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

## 28.2 Residential Low Density Lands (RL1 / RL1-0 Zones)

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

## 28.3 Trafalgar Road Corridor (QEW to Dundas Street)

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

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

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

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

### 28.3.1 Development Concept

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

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

### 28.3.2 Functional Policies

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

#### a) Urban Design

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

## vii) Gateways

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

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

## viii) Parking

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

## 28.3.3 Land Use Policies

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

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

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

## 28.4 Speers Road Corridor

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

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

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

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

### 28.4.1 Goal

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

### 28.4.2 Objectives

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

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

### 28.4.3 Development Concept

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

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

a) Bronte Creek to Bronte GO Major Transit Station Area

New *development* within this district will support the establishment of a node within the Bronte GO *Major Transit Station Area*. *Development* will be designed to integrate with and support the node and *regional transit priority corridor*.

b) Bronte GO Major Transit Station Area to Fourth Line District

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

c) Fourth Line to Kerr Street District

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

### 28.4.4 Functional Policies

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

- a) Transportation
- i) Speers Road will evolve as a *Regional transit priority corridor*. Road improvements undertaken for the *Regional transit priority corridor* should consider opportunities to implement infrastructure, technology and operational improvements to improve travel speed, reliability, and convenience of transit service.
  - ii) In balancing the objectives for Speers Road as a *Regional transit priority corridor* and an *intensification corridor*, the Town shall, when undertaking road improvements, work to limit property impacts, which would significantly lessen *development* and *intensification* opportunities.
  - iii) In accordance with section 8.4 and notwithstanding the required right-of-way widths shown in Table 4, Functional Classification of Roads, it is anticipated that Speers Road will require additional right-of-way to accommodate improvements identified in the Transportation Master Plan, Active Transportation Master Plan, and as an evolving *Regional transit priority corridor*. Until such time that the ultimate right-of-way is incorporated into this Plan, site plans for new *development* shall consider and incorporate interim measures needed to protect for future road improvements.
  - iv) Notwithstanding Schedule D, Active Transportation Master Plan, the preferred cycling facility type along Speers Road shall be a buffered bike lane.
  - v) Road improvements shall incorporate pedestrian sidewalks and should consider opportunities for pedestrian signals, where appropriate, where limited pedestrian crossings are available.
- b) Parking
- i) To facilitate *transit-supportive* design, minimized surface parking areas, underground parking, and structured parking that is located away from Speers Road frontages, shall be encouraged. Where surface parking is provided, it should be located in the rear or side yard.
  - ii) Front yard parking shall be minimized to the extent possible. No greater than two rows of parking and its associated drive aisle shall be permitted in a front yard.
  - iii) The arrangement and location of on-site parking shall take into consideration the need for future road improvements. Front yard parking may be used as an interim condition prior to road improvements taking place.

- iv) Shared driveways between adjacent properties are encouraged. Multiple driveway accesses from individual properties to Speers Road are discouraged and shall be restricted and reduced where feasible.
  - v) Shared parking areas between adjacent properties are encouraged, to the satisfaction of the Town, which:
    - reduce the requirement for individual driveway access; and,
    - reduce required parking standards for *development* that demonstrates, through a *transportation demand management* plan and implementation strategy, a reduction in parking is appropriate.
- c) Urban Design
- i) *Development* shall conform with the policies relating to urban design set out in Part C.
  - ii) *Developments* shall be designed to be *transit-supportive* including support for active transportation.
  - iii) Permitted uses within the *Special Policy Area* are encouraged to locate in employment mixed use buildings that create a compact built form.
  - iv) Where *development* is proposed on a lot abutting the existing Residential Area, it shall be designed to achieve an appropriate transition between the new *development* and existing Residential Area, which may include *compatible* built form including appropriate transition of height, spatial separation and landscape buffering.
  - v) *Developments* should incorporate improved pedestrian access from Speers Road into the adjacent Residential Areas where opportunities exist.
  - vi) Urban design guidelines may be prepared for the Speers Road Corridor *Special Policy Area* and incorporated into the Livable by Design Manual, as amended.
- d) Accommodating Intensification
- i) Property consolidation and land assembly to allow comprehensive site design and *development* proposals that are *transit-supportive* are encouraged.
  - ii) A minimum building height of two storeys shall be encouraged at the time of property redevelopment.
  - iii) New uses and *development* which provide increased employment densities over the existing condition shall be encouraged.

- iv) A new criterion shall be developed for assessing consent applications for the Speers Road Corridor *Special Policy Area*.

#### 28.4.5 Land Use Policies

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

- a) *Major retail* and residential uses shall not be permitted in *Employment Areas* outside of a delineated *major transit station area*.
- b) Where *arterial commercial* uses are permitted within the *Special Policy Area* they shall be limited in size. *Arterial commercial* uses shall be determined in the implementing zoning by-law.
- c) On lands designated Business Employment within the Speers Road Corridor *Special Policy Area* the following additional policies apply:
  - i) Indoor sports facilities, places of entertainment, *arterial commercial* uses, service commercial uses, and accessory retail in conjunction with another permitted employment use may also be permitted.
  - ii) *Arterial commercial* and service commercial uses, which include retail showrooms, on sites designated Business Employment shall not exceed the greater of:
    - 2,000 square metres in total floor area; or,
    - 50 percent of the total floor area when located within a mixed use building containing employment uses.
  - iii) Existing commercial uses which exceed 2,000 square metres in floor area or 50 percent of the total floor area on a lot when mixed with employment uses, shall be permitted.
  - iv) New outdoor storage areas shall not be permitted on lots abutting the Residential Area.
- d) On the lands designated Industrial within the Speers Road Corridor *Special Policy Area* the following additional policies apply:
  - i) Office uses may be permitted; and,
  - ii) Hotels, public halls, and places of entertainment may also be permitted subject to the policies of section 14.1.9 of this Plan.

- e) On the lands designated Business Commercial within the Speers Road Corridor *Special Policy Area* the following additional policies apply:
  - i) Light industrial uses such as manufacturing, assembling, processing, fabricating, repairing, warehousing and wholesaling, and *arterial commercial* uses may be permitted.
  - ii) *Arterial commercial* uses shall not exceed 2,500 square meters in total floor area.
  - iii) Areas in proximity to intersections shall be the focus for concentrations of retail and service commercial uses.

#### 28.4.6 Implementation Policies

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

- a) Consents (Severances)
  - i) In addition to the criteria to grant a consent in section 30.14.2, applications for consent for a new lot may only be granted where the severance does not fragment the lotting fabric which would preclude comprehensive site design, *development* and *intensification* from taking place in accordance with the policies for the Speers Road Corridor *Special Policy Area* on the retained and new lot.
- b) Phasing/Transition
  - i) *Development* will likely occur gradually over the long-term and be coordinated with the provision of infrastructure, including:
    - transit service;
    - *multi-modal* transportation improvements;
    - water and wastewater services; and,
    - streetscape improvements.
- c) Programs and Initiatives
  - i) As part of updating the Town's Economic Development Strategy, the Town shall integrate and align the land use planning objectives with the economic goals and strategies to retain and attract investment and employment for the Speers Road Corridor *Special Policy Area*.

- ii) The Town shall prepare a *community improvement plan*, in accordance with section 30.16 of this Plan and the *Planning Act*, for brownfield redevelopment which includes the Speers Road Corridor *Special Policy Area*.

## 28.5 Corridors

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

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

## 28.6 Greenbelt Plan Areas

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

## 28.7 North West Area

The North West *Special Policy Area* – the North West Area – is located north of Dundas Street and south of Highway 407 between Tremaine Road and Sixteen Mile Creek, excluding the Hospital District and Palermo Village Growth Areas, and lands within the North Oakville East Secondary Plan area of the town's 1984 Official Plan.

The North West Area features a planned natural heritage system, which is part of the broader Regional Natural Heritage System. This is the key structural element that defines the organization of other land uses in this part of the town.

The North West Area is also an employment-focused *greenfield area* that, along with the neighbouring Growth Areas and Residential Areas, is envisioned to become a *complete community*.

The following area-specific policies provide a framework for change within the North West Area in addition to the other policies of this Plan.

- 28.7.1 Vision

The *development* of the North West Area as an urban community shall reflect Oakville's distinct historical roots, with nodal *development*, prestige industry, and green linkages continuing to define Oakville's unique landscape.

The character and pattern of the community shall be significantly influenced by a planned natural heritage and open space system.

*Employment areas* in the North West Area will provide a range of employment opportunities including prestige employment and office *development*. The jobs in the North West Area help to create a complete community.

### 28.7.2 Objectives

As the North West Area develops, the Town shall, through public actions and in the process of reviewing planning applications, use the following objectives to guide decisions.

- a) To protect the environment and open space by:
  - i) establishing a natural heritage and open space system, within the context of an urban setting, the majority of which is in public ownership;
  - ii) creating a sustainable natural heritage and open space system, which provides a balance between active and passive recreational needs and links to the existing open space system within the Town;
  - iii) identifying, protecting and preserving natural heritage features within the natural heritage component of the natural heritage and open space system and ensure that their use respects their functional role as natural areas within the ecosystem;
  - iv) incorporating measures intended to achieve the goals of environmental protection and enhancement including energy conservation, greenhouse gas reduction, and increased utilization of public transit;
  - v) preserving and protecting ESAs, ANSIs, provincially significant wetlands and significant woodlands which form the core of the natural heritage component of the natural heritage and open space system, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long term sustainability of the natural heritage component of the system within the urban context; and,
  - vi) permitting minor modifications to the boundaries of the Natural Heritage System as part of a planning application provided these modifications do not negatively impact the Natural Heritage System nor result in a significant decrease in its size.

- b) To contribute to a *complete community* by:
  - i) providing *employment areas* that support a range of employment opportunities with access to major freeways, arterial roads and transit systems;
  - ii) *employment areas* that complement and integrate the existing built form elements that are intended to remain within the community, and incorporate the best community planning and urban design practices available while integrating the area's natural heritage component of the natural heritage and open space system;
  - iii) planning for and promoting higher order employment densities at appropriate locations that maximize employment opportunities, particularly in areas where higher order/frequent transit service is planned; and,
  - iv) ensuring that permitted uses in the *employment areas* are *compatible* with surrounding land uses.
- c) To provide for a transit first policy approach by requiring *development* to proceed in a transit supportive manner and through the early provision of transit services.

### 28.7.3 Development Concept

The North West *Special Policy Area* is comprised of two key elements – the Natural Heritage and Open Space System and *Employment areas*:

#### a) Natural Heritage and Open Space System

A central feature of the North West Area is the natural heritage and open space system. These lands are part of a larger system that extends into the North Oakville East Secondary Plan Area.

#### b) Employment Areas

*Employment areas* in the North West Area are lands designated to accommodate the *development* of predominantly employment generating uses, including a wide range of industrial and office uses. Limited retail and service commercial uses designed to serve the businesses and employees shall also be found within the *employment areas*.

### 28.7.4 Functional Policies

In addition to the policies of Parts C and D of this Plan, the following functional policies apply to the North West Area.

#### a) Cultural Heritage

The Town may take additional steps to recognize the cultural heritage of the North West Area, including:

- i) the integration of *cultural heritage resources* into public parkland or other public facilities where feasible and appropriate;
  - ii) the commemoration of historic persons, families and events in the naming of public buildings, streets, parks and other public places; and,
  - iii) the use of interpretative plaques and displays.
- b) Urban Design

This section outlines urban design policies for the North West Area, including policies for *employment areas* and existing *development*.

- i) All *development* shall be designed in accordance with the design direction provided in the Livable by Design Manual.
- ii) Community design shall consider public safety, views and accessibility, both physically and visually, to the Natural Heritage component of the Natural Heritage and Open Space System, and to parks and other natural and civic features. This shall be implemented through a range of approaches including:
  - single loaded roads;
  - crescent roads;
  - combining public open space with other public or institutional facilities such as easements or stormwater ponds adjacent to the Natural Heritage component of the System; and,
  - the location of high density employment buildings.
- iii) Priority shall be given to maintaining views and accessibility at key trail access points where Arterial, and Avenue roads are adjacent to the System.
- iv) Where there is no significant Natural Heritage edge exposed at Arterial or Avenue roads, parks or local roads should provide access and visibility.
- v) With respect to other public facilities particularly parks, of the total linear perimeter distance around such uses in the order of 50% of the perimeter shall be bounded by a combination of roads and open space which shall allow public access or, at a minimum private open space which shall allow significant views of the feature or facility.

- vi) Where only road frontage is provided the frontage shall be in the order of 40% of the perimeter of the features and facilities.
- vii) Blocks should be short and regular in length to improve walkability and allow for variation in routes.
- viii) Public mid-block pedestrian connections should be provided where short blocks are not possible.
- ix) Off-street parking facilities should be designed to share joint access with adjoining properties where feasible.
- x) Views shall be created at appropriate locations for:
  - civic buildings; and,
  - natural heritage lands and parklands.
- xi) Civic buildings, other institutional buildings and other major buildings and structures shall be encouraged to locate:
  - at the termination of a street or view corridor; and,
  - at street intersections.
- c) Transportation
  - i) The locations of major transportation facilities are shown on Schedule C. Changes to these locations shall not require an amendment to this Plan provided the intent is maintained.
- d) Active Transportation
  - i) An extensive system of recreational trails shall be developed related to the Natural Heritage and Open Space System as well as along certain public road rights-of-way. A major trail system, which shall form the basis for the *development* of this more extensive system is identified on Schedule D.
  - ii) Trail development within the Natural Heritage and Parks and Open Space Systems shall be subject to the Parks, Recreation, Culture and Library Master Plan, the North Oakville Trails Plan, Parks Plan and related programs.
- e) Sensitive Land Uses
  - i) Buffering sensitive land uses with noise fences, berms and rear lotting shall be prohibited.
- f) Stormwater Management

- i) An Environmental Implementation Report (EIR) shall be prepared for each subcatchment area identified on Appendix 5, North West Subcatchment Areas, to the satisfaction of the Town.
- ii) Water resource management shall be undertaken in accordance with the overall concept and objectives of the applicable subwatershed study.
- iii) Changes to the number or location of stormwater management facilities in accordance with the applicable subwatershed study may be permitted without amendment to this Plan.
- iv) Stormwater management facility sites and development standards shall be consistent with the policies of this Plan and in accordance with the applicable subwatershed study and any approved Environmental Implementation Report and Functional Servicing Study.
- v) Best management practices, including low impact development measures, shall be required.

#### 28.7.5 Land Use Policies – General

Land use designations for the North West area are provided on Schedule K. In addition to the policies of Parts C and D of this Plan, the following general land use policies apply to the North West Area.

- a) *Development* should occur on public roads. Where it is demonstrated that a public road is not warranted, to the satisfaction of the Town, *development* through plans of condominium on private roads may be permitted provided all required services are appropriately accommodated and all applicable policies of this Plan are satisfied.
- b) The following land uses shall be permitted in all land use designations:
  - i) accessory uses to the permitted uses;
  - ii) fish, wildlife and conservation management including forestry management;
  - iii) legally existing uses, buildings and structures;
  - iv) replacement of legally existing uses, buildings, and structures;
  - v) new utilities and infrastructure within road allowances only for Core and Linkage Preserve Areas, Glenorchy Conservation Area and High and Medium Constraint Stream Corridor Areas.
- c) The following land uses shall be permitted in all designations except the Core and Linkage Preserve Areas, Glenorchy Conservation Area and High Constraint

Stream Corridor Area designations, and relocated Medium Constraint Stream Corridors, as identified on Schedule B2:

- i) Stormwater Management Facility
  - Stormwater management ponds shall be discouraged within 100m of Dundas Street.
- ii) educational facilities, day care centres except in employment areas, except in hazardous lands;
- iii) home occupations in any legally established residential unit, subject to the regulations of the Zoning By-law;
- iv) public service facilities, except institutional or emergency services facilities in hazardous lands; and,
- v) temporary sales pavilion.

#### 28.7.6 Land Use Policies – Natural Heritage System

Land use designations for the North West area are provided on Schedule K. In addition to the policies of Parts C and D of this Plan, the following land use policies apply to lands designated Natural Heritage System in the North West Area.

- a) The following uses shall be permitted in the Natural Heritage System Area designation:
  - i) legally existing uses, buildings and structures; and,
  - ii) fish, wildlife and conservation management.
- b) The following uses may be permitted in the Natural Heritage System designation, provided a study has been undertaken, to the satisfaction of the Town and in consultation with Conservation Halton, identifying potential impacts on the Natural Heritage System and demonstrating that alternatives for minimizing impacts have been considered and appropriate approaches shall be applied:
  - i) flood and stream bank erosion control;
  - ii) fish, wildlife and conservation management;
  - iii) a stormwater outfall;
  - iv) relocated or deepened channels in Medium Constraint Stream Corridor Areas identified on Schedule B2, in accordance with the policies of this Plan;
  - v) roads and related utilities designed to minimize impacts;

- vi) roads and related utilities crossings identified on Schedule C and/or Schedule K, provided structures are located outside High Constraint Stream Corridor Areas identified on Schedule B2 to the maximum extent possible or as defined through an Environmental Assessment or an Environmental Implementation Report;
- vii) expansions to existing water and wastewater services;
- viii) passive recreation features such as trails provided, they are located adjacent to the boundary of Linkage Preserve Areas identified on Schedule B2, or located within the buffer or feature of Sixteen Mile Creek valley or other stream corridors if they are designed to minimize impacts on the natural environment;
- ix) stormwater management facilities located outside Core Preserve Areas as identified on Schedule B2 and the Glenorchy Conservation Area;
- x) Notwithstanding Section 28.7.6 b) ix) above, the stormwater management pond block as conceptually shown on Schedule N1 may only encroach into the Natural Heritage System (Core Preserve Area associated with the Main Fourteen Mile Creek) provided:
  - the stormwater management pond services primarily all lands west of Bronte Road;
  - the permanent pool of the stormwater management pond is located outside the Natural Heritage System; and,
  - that the stormwater pond block encroachment is located outside the reaside dace regulated habitat, and the 7.5m setback measured from the greater of the staked top of bank or stable top of bank.

Details of the design and restoration of the storm water management pond, the temporary construction easement, and outlet works on the low constraint stream will be addressed through the finalization of the Environmental Implementation Report (EIR) and development application approval process.

Works associated with the pond outfalls, including erosion control measures, are permitted within the Core.

- xi) stormwater management facilities located in or adjacent to High and Medium Constraint Stream Corridor Areas, which are not located within Linkage Preserve Areas as identified on Schedule B2, provided they are:
  - outside the 100 year floodline;
  - outside the meander belt allowance;

- outside the erosion/access allowance;
  - outside the confined valley; and,
  - there is no loss of flood storage or conveyance.
- c) *Development* or land disturbance shall generally be prohibited.
- d) Grading for facilities outside of, but adjacent to the Natural Heritage System such as lots, roads and public facilities, shall be permitted in accordance with the directions established in the subwatershed study or appropriate Environmental Assessment.
- e) As part of the detailed planning process, minor modifications to the boundaries of the NHS designation may be considered to reflect differences in scale and level of detail or to better integrate natural and urban land uses to achieve a more compact, efficient urban form. However, such minor modifications will not negatively impact the natural heritage system as determined by the Town, in consultation with Conservation Halton, nor shall such minor modification result in any significant decrease in the size of the Natural Heritage component of the System.

#### 28.7.7 Land Use Policies – Business Employment

Land use designations for the North West area are provided on Schedule K. In addition to the policies of Parts C and D of this Plan, the following land use policies apply to lands designated Business Employment in the North West Area.

- a) The following uses may be permitted on lands designated Business Employment that do not abut the Hospital District, Palermo Village, Tremaine Road, Dundas Street, Bronte Road or Highway 407:
- i) general industrial operations within enclosed buildings including manufacturing, assembling, processing, fabricating, repairing, warehousing, distribution, and wholesaling.
- b) Motor vehicle related uses may also be permitted on lands designated Business Employment.
- c) Permitted service commercial uses shall be located at the intersections of Arterials and Avenues.
- d) Building Heights
- i) Buildings within the Business Employment designation in the North West Area shall be a minimum of two storeys in height and a maximum of 15

storeys, except buildings fronting onto Dundas Street, which shall be a minimum of four storeys.

#### 28.7.8 Land Use Policies – Parks and Open Space

Land use designations for the North West area are provided on Schedule K. In addition to the policies of Parts C and D of this Plan, the following land use policies apply to lands designated Parks and Open Space in the North West Area.

- a) The function of each park is defined through the Parks, Recreation, Culture and Library Master Plan, Parks Plan and similar programs.
- b) Parks and Open Space are intended to accommodate the full range of active or passive indoor and outdoor recreational opportunities including the highest intensity level of facility *development*.
- c) Parks and Open Space shall be designed to connect to the Natural Heritage System where possible.
- d) Permitted uses within the Parks and Open Space designation may include:
  - i) illuminated and irrigated sports fields, major public facilities and community centres;
  - ii) limited small scale ancillary retail;
- e) Permitted uses in parkland abutting the Glenorchy Conservation Area may include sports fields and similar outdoor recreational opportunities.

#### 28.7.9 Implementation Policies

In addition to the policies of Part F of this Plan, the following implementation policies apply to the North West Area.

- a) Planning applications and supporting technical studies shall have regard for implementation guidelines and terms of reference, including:
  - i) the applicable Zoning By-law;
  - ii) Town master plans, including:
    - North Oakville Urban Design and Open Space Guidelines
    - North Oakville Secondary Plan, Transit Plan
    - The Parks, Recreation, Culture and Library Master Plan and Parks Plan
    - North Oakville Trails Plan

- North Oakville Urban Forest Strategic Management Plan
  - iii) the applicable subwatershed study, including the North Oakville Creeks Subwatershed Study Implementation Report;
  - iv) Environmental Implementation Report and Functional Servicing Study, Terms of Reference;
  - v) Transportation Impact Studies and Transportation Functional Design Studies, Terms of Reference; and,
- b) *Development of employment areas* and parkland in the North West Area shall be permitted to proceed unphased subject to the availability of physical services and suitable urban infrastructure such as water, wastewater collection and treatment facilities, fire and ambulance protection and transportation.
- c) Requirement for an Area Design Plan
- i) Prior to the *development* of any sub-area within the *employment area*, the Town shall determine the need for an area design plan as part of a complete application.
  - ii) The need for an area design plan shall be based on whether plans of subdivision or other planning applications for the affected lands are:
    - generally consistent with Schedule K; and,
    - after consultation with affected landowners, based on boundaries created by Arterial, or Avenue roads or natural features, provided that a sub-area includes adjacent *employment areas*.
  - iii) Where such plans of subdivision or other planning applications are determined to be generally consistent with Schedule K, planning applications may proceed without the requirement for of an area design plan.
  - iv) Where proposed plans of subdivision or other planning applications for the area are not generally consistent with Schedule K, the Town shall require the completion of an area design plan, prior to draft plan approval of any plans of subdivision or approval of other planning applications in the sub-area identified.
  - v) The area to be addressed by the area design plan shall include, as applicable, one or more of the sub-areas identified.
  - vi) area design plan shall demonstrate conformity with the policies and schedule of this Plan, including:

- the size and location of community parks and urban squares;
  - the location, size and general configuration of stormwater management ponds;
  - the detailed road pattern;
  - the specific boundaries of designations;
  - how the proposal addresses the Town's Implementation Strategy;
  - the location, alignment and boundaries of Medium Constraint Streams; and,
  - co-ordination with land uses and road patterns for lands outside, but adjacent to the lands which are the subject of the area design plan.
- vii) Area design plans shall be prepared in accordance with terms of reference approved by the Town and at the cost of the applicant.
- viii) The approval of an area design plan by the Town shall not require an amendment to this Plan.
- d) Plans of subdivision or other planning applications shall be considered inconsistent with Schedule K if they do not conform to the urban design policies, or results in coordination issues between one or more of the sub- areas identified.
- e) The following shall generally not be considered inconsistent with Schedule K:
- i) modifications or relocations of portions of the road pattern;
  - ii) modifications to Medium or Low Constraint Stream Corridors or Hydrologic Features A and B as identified on Schedule B2; or,
  - iii) the relocation of public facilities including parks and stormwater management ponds.
- f) Landowner Agreements
- i) In order to ensure the appropriate and orderly development of the North West area, and to ensure the costs associated with the development of the North West area are equitably distributed among all landowners, development shall only be permitted to proceed when landowners representing a significant proportion of the respective employment area have entered into a cost sharing agreement or agreements amongst themselves to address the distribution of costs associated with *development* in a fair and equitable manner.

- ii) The *development* of individual parcels of land shall generally not be permitted in the absence of participation in a landowners' cost sharing agreement, except in circumstances where the Town is satisfied that the *development* of the subject parcel would implement a logical extension of roads and services, the ability to appropriately and efficiently service the respective overall employment area is not prejudiced, and there is no risk of unacceptable financial impact to Town or the Region.

## 28.8 Heritage Conservation Districts and Cultural Heritage Landscapes

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

### 28.8.1 Glen Abbey Golf Course Special Policy Area

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

- a) On the portion of the Glen Abbey Golf Course *Special Policy Area* designated Private Open Space, only the following uses shall be permitted:
  - i) golf course;
  - ii) uses related to the golf course use within existing buildings, including:
    - banquet and dining facilities;
    - limited retail and service commercial uses;
    - manufacturing and storage;
    - recreational, educational and cultural facilities;
    - administrative offices; and,
    - facilities exclusively devoted to the operation and maintenance of the golf course, including maintenance/groundskeeper facilities and residential accommodation for caretakers and maintenance staff.
  - iii) office uses within the RayDor Estate building; and,

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

## 28.9 Other Areas for Further Study

- 28.9.1 The following areas have been identified for potential future *development* and should be comprehensively studied to determine future land uses and policies:
- a) lands within the Neighbourhood Commercial designation southeast of the intersection of Cornwall Road and Trafalgar Road;
  - b) lands in the vicinity of the QEW and Bronte Road on the north side; and,
  - c) lands in the vicinity of Highway 403 on the west side between Dundas Street and Upper Middle Road.
  - d) lands north of Highway 407, outside of the Regional Natural Heritage System and Greenbelt area.
- 28.9.2 The comprehensive studies for potential future *development* areas should address servicing and *infrastructure* needs, including a detailed transportation needs analysis, phasing of servicing and *development*, and appropriate land uses. Approvals for individual site *development* applications in these areas shall be considered premature until the necessary comprehensive studies are completed.



## 29. EXCEPTIONS

### 29.1 South West Exceptions – Schedule F

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

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

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

- 29.1.14 On the lands designated Neighbourhood Commercial on the north side of Pinegrove Road, opposite Wendall Place, a maximum building height of three storeys shall be permitted.
- 29.1.15 On the lands designated Low Density Residential and Medium Density Residential, located north of Lakeshore Road West and between the terminus of Victoria Street to the east and west:
- a) Development shall be permitted on a private road.
  - b) On the portion of land designated Low Density Residential, a density of up to 31 dwelling units per site hectare shall be permitted.
  - c) On the portion of land designated Medium Density Residential, up to 27 townhouses shall be permitted.
- 29.1.16 On lands designated Business Commercial, on the south side of Wycroft Road, east of Burloak Drive, warehousing uses will also be permitted.
- 29.1.17 On the lands designated High Density Residential located to the east of East Street with Marine Drive to the north and Lake Ontario to the south and municipally known as 2200/2220 Marine Drive, a maximum density of 239 units per site hectare shall be permitted.

## **29.2 South East Exceptions – Schedule G**

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

- 29.2.1 The lands designated Medium Density Residential on the south side of Robinson Street between Water Street and Navy Street may be developed for a maximum of 13 dwelling units.
- 29.2.2 On the lands designated Business Employment on the west side of Winston Churchill Boulevard, north of Deer Run Avenue and south of the railway spur line, outside storage may also be permitted provided that it is not adjacent to the open space corridor and is appropriately buffered from the Residential Area to the west.
- 29.2.3 The lands designated Medium Density Residential on the northwest corner of Sheddon Avenue and Allan Street may be developed for a maximum of 19 apartment dwelling units. The maximum building height shall be three storeys.
- 29.2.4 On the lands designated High Density Residential known as 262 and 268 Reynolds Street, a maximum building height of three storeys shall be permitted.

- 29.2.5 On the lands designated High Density Residential known as 288 Reynolds Street, a maximum building height of three storeys shall be permitted.
- 29.2.6 On the lands designated High Density Residential known as 312 Reynolds Street, a maximum of five apartment units, and a maximum building height of three storeys shall be permitted.
- 29.2.7 On the lands designated High Density Residential known as 392 Pine Avenue, a maximum building height of six storeys shall be permitted.
- 29.2.8 On the lands designated Low Density Residential at the southwest corner of Lakeshore Road East and Maple Grove Drive, and known as the historic Edgemere estate, a maximum of 32 dwelling units may be permitted, consisting of:
- a) Ten residential buildings, designed to look like detached dwellings, each containing a maximum of three dwelling units; and,
  - b) the heritage gate house and coach house, each containing one dwelling unit.
- 29.2.9 A portion of the lands designated Business Employment at the northeast corner of Wycroft Road and Dorval Drive may also be used for retail uses as regulated by the implementing zoning.
- 29.2.10 On the lands designated Low Density Residential on the east side of Charnwood Drive, south of Charnwood Park, only detached dwellings shall be permitted, and the density shall not exceed 10 units per *site hectare*.
- 29.2.11 On the lands designated Low Density Residential at the southwest corner of Dunn Street and Trafalgar Road, apartments and business office uses may also be permitted in the existing building.
- 29.2.12 On the lands designated Medium Density Residential on the east side of Allan Street, south of Sheddon Avenue, a maximum of nine residential dwelling units is permitted.
- 29.2.13 On the lands designated High Density Residential known as 130 Cornwall Road, a maximum density of 355 units per *site hectare* shall be permitted.

### **29.3 West Exceptions – Schedule H**

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

- 29.3.1 On the lands designated High Density Residential on the south side of Upper Middle Road West, west of Reeves Gate and immediately adjacent to the east tributary of the Fourteen Mile Creek, only an apartment building with a maximum of 95 dwelling units shall be permitted. The maximum building height shall be three storeys.

- 29.3.2 On the lands designated Private Open Space on the south side of Dundas Street, immediately west of Sixteen Mile Creek (St. Volodymyr's Cultural Centre), excluding the cemetery lands, only the following uses may be permitted:
- a) a *place of worship*;
  - b) a youth hostel;
  - c) a community centre;
  - d) senior citizens' housing;
  - e) conservation uses; and,
  - f) active and passive recreational uses.
- 29.3.3 On the lands designated Low Density Residential on the west side of Montrose Abbey Drive, south of the lands fronting onto Friars Court and north of the Glen Abbey Trail:
- a) *Development* shall be designed to preserve intact both the wooded *character* of the area and preserve individually identified specimen trees to the maximum extent possible. A tree inventory and arborist's report shall be required to indicate the location, species and health of all significant trees. Higher standards of tree protection may be imposed, where warranted, to provide for the long-term preservation of the wooded area.
  - b) To provide flexibility in *development*, while ensuring the preservation of trees, a range of housing is permitted. Detached, semi-detached and *multiple attached dwellings* may be permitted. Building clusters and other innovative forms of low-density housing, which maximize the preservation of trees, may also be considered.
  - c) The maximum density shall not exceed 16 units per *site hectare*.
  - d) Site plan approval shall be required.
- 29.3.4 On the lands designated Medium Density Residential on the east side of Proudfoot Trail south of Dundas Street West, a density between 13 and 57 units per *site hectare* may be permitted. Low density residential uses may also be permitted on the lands in accordance with section 11.2. The lands may also be used for a temporary model home sales office and for model homes.
- 29.3.5 On the lands designated Medium Density Residential on the south side of Dundas Street West, west of Elder Lane, the maximum residential density shall be 55 units per *site hectare*.

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

### 29.3.7 **Bronte Green Lands**

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

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

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

#### 29.3.7.1 Development Concept

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

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

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

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

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

## 29.3.7.2 Functional Policies

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

- a) Urban Design
  - i) *Development* should be designed to provide a sense of place and neighbourhood *character*.
  - ii) *Development* shall provide a high quality public realm incorporating focal points such as parks and urban squares featuring gathering spaces, enhanced landscaping, seating and public art.
  - iii) *Development* shall be designed to provide for a mix of uses and various lot patterns and housing choices.
  - iv) *Development* shall provide a seamless transition between the public and private realms and promote pedestrian access between the built form and public realm along the street edge.
  - v) Buildings should be oriented towards higher-order street frontages, open spaces and parks to provide interest and comfort at ground level for pedestrians.
  - vi) Residential buildings should feature active frontages with living spaces and/or porches to support pedestrian streetscape.
  - vii) Residential uses shall be designed to reduce the visual appearance of garage doors along the street edge.
  - viii) To avoid a garage-dominated streetscape where lot frontages are narrow, rear laneways may be permitted.
  - ix) For *development* adjacent to Bronte Road:
    - Buildings should be located close to Bronte Road to provide visual interest to pedestrians and a sense of enclosure to the street.
    - Building frontages and main entrances shall address Bronte Road.
    - Midblock pedestrian connections from Bronte Road into the interior of the community shall be provided for blocks longer than 200 meters.
    - A window street may be permitted with limited frontage along Bronte Road.

- Land uses directly abutting the Natural Area shall be comprised of a combination of residential lots, single loaded vista roads and open space.
- x) Views and pedestrian connections from the developed area into the Natural Area and Parks and Open Space areas along the west side of Fourteen Mile Creek valley shall be encouraged.
- xi) Gateways
  - The northern intersection of Bronte Road with the proposed minor collector road shall be a minor gateway location. Gateway locations should be enhanced by features including prominent buildings, strategic building placement, landscape features and public art.
- b) Transportation
  - i) The proposed public road east of Bronte Road, shown on Schedule H, West Land Use, shall be classified as a minor collector road.
  - ii) Notwithstanding Table 4 in section 8.4, Rights-of-Way, the right-of-way for:
    - The minor collector road shall be a minimum of 19 metres wide.
    - The minor collector road where it contains the Region of Halton trunk sewer easement shall be a minimum of 24 metres wide. A portion of the 24 m right-of-way containing part of the Region of Halton trunk sewer easement shall be a boulevard.
    - Local roads shall be a minimum of 17 metres wide but may be reduced by one metre in width when a sidewalk is not required on both sides of the road in accordance with section 8.10.7 of this Plan.
  - iii) *Development* shall provide for modified grid road patterns, coordinated road connections and coordinated intersections. Culs-de-sac shall be discouraged.
  - iv) Single-loaded roads shall be encouraged abutting portions of the Natural Area.
  - v) Roadway alignments shall be coordinated with existing infrastructure wherever feasible to minimize impact on the surrounding area.
  - vi) *Development* shall provide for a complete and connected *active transportation* network including bike routes, trails, pedestrian connections

and sidewalks as well as improved connectivity with the existing *active transportation* network.

- vii) On-street parking shall be encouraged on the proposed minor collector road.
- c) Sensitive Land Uses
- i) Sensitive land uses shall not be located within 300 metres of the property line of the Mid-Halton Wastewater Treatment Plant.
  - ii) Noise from all existing stationary sources of sound emanating from the Woodlands Operation Centre and works yard, Halton Regional Centre, future Emergency Medical Services building, and associated facilities, and the reasonable or planned expansion of such Regional facilities shall be appropriately mitigated by the proponents of the proposed *development* to achieve the MOECC NPC-300 guidelines for all sensitive land uses within the *development*. The costs associated with the required acoustic barriers and all recommended site source controls to achieve MOECC NPC-300 noise criteria shall be borne solely by the proponents of a proposed *development*.
- d) Community Facilities
- i) The opportunity for an elementary school block shall be provided through the *development* process if required. In determining the location for a potential school block if required, the following criteria shall be considered:
    - the site shall be located on the proposed minor collector road;
    - the site is located to limit traffic infiltration;
    - the site is located adjacent to, or in proximity to a neighbourhood park where practical and where land efficiencies can be achieved through joint programming; and,
    - the site is designed to reduce the overall land requirements through means such as incorporation of on-street parking, multiple storeys, and joint use to reduce land requirements.
  - ii) A neighbourhood park shall be provided. In determining the location for the neighbourhood park, the following criteria shall be considered:
    - the site is located along the minor collector road.
  - iii) Two urban squares shall be provided. In determining the location of the urban squares the following criteria shall be considered:

- the site(s) supports walkability across the balance of the residential areas and are correspondingly distributed;
  - the site(s) is located to support the enhancement of Natural Area or identified natural features, where feasible; and,
  - the site(s) is located to support and enhance the higher density *development* along Bronte Road, where feasible.
- iv) A trail system shall be provided along the west side of Fourteen Mile Creek and its tributaries and may include pedestrian crossings where feasible. The trail system shall support future connections to the planned trail system on the east side of Fourteen Mile Creek.
- v) A trail system shall be provided primarily within the buffer and enhancement areas in the Natural Area and adjacent to the land uses directly abutting the Natural Area.
- vi) The provision of the trail system adjacent to the land uses directly abutting the Natural Area shall not preclude future connections to the planned trail system on the east side of Fourteen Mile Creek.
- vii) A trail system shall be encouraged on the lands designated Parkway Belt containing the transmission corridor in consultation with the owner.
- e) Sustainability
- i) *Development* of the Bronte Green Lands will provide for the long-term protection, preservation and enhancement of the related features, functions and linkages of the natural heritage system.
  - ii) *Development* shall provide tree canopy cover in accordance with the North Oakville Urban Forest Strategic Management Plan.
- f) Stormwater Management
- i) Stormwater management shall not increase risk to downstream flood prone areas.
  - ii) Stormwater management shall take into consideration the ecological sensitivity of Fourteen Mile Creek and shall adhere to all local, provincial and federal requirements.
  - iii) Best management practices including low impact *development* shall be required.

### 29.3.7.3 Land Use Policies

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

- a) *Transit-supportive* density targets
  - i) Residential *development* within 400 m of Bronte Road shall achieve an overall minimum *transit-supportive* density target of 37 units per gross hectare.
- b) Low Density Residential
  - i) On the lands designated Low Density Residential, a row of townhouses may be permitted on the north side of the southerly section of the proposed collector road shown on Schedule H to buffer from adverse impacts from the Regional lands located to the south. The need for, and design of, the potential townhouse block will be determined through a noise study.
- c) Medium Density Residential
  - i) On the lands designated Medium Density Residential, the minimum building height shall be 3 storeys for *development* abutting Bronte Road.
  - ii) On the lands designated Medium Density Residential, permitted residential uses on the north side of the southerly section of the proposed collector road shown on Schedule H may require a buffer to mitigate adverse impacts from the Regional lands located to the south. The need for a buffer and the design of the buildings will be determined through a noise study.
- d) High Density Residential
  - i) On the lands designated High Density Residential adjacent to Bronte Road, the minimum building height shall be 4 storeys and the maximum building height shall be 6 storeys.
  - ii) For the lands designated High Density Residential at the south-east corner of Bronte Road and Upper Middle Road the maximum density shall be 200 units per ha.
- e) Neighbourhood Commercial
  - i) On the lands designated Neighbourhood Commercial, the minimum building height shall be 2 storeys. *Development* shall be in the form of two storey buildings while a portion of the second storey shall contain functional office space. The extent of functional office space shall be determined through implementing zoning and site plan design.

### 29.3.8 Bronte Road West Lands

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

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

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

#### 29.3.8.1 Development Concept

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

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

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

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

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

#### 29.3.8.2 Functional Policies

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

a) Cultural Heritage

- i) *Cultural heritage resources* shall be maintained and integrated into new *development*.

- ii) A heritage impact assessment shall be required on sites containing *cultural heritage resources*.
  - iii) *Cultural heritage resources* shall be *conserved* through *compatible* transition in height and built form from adjacent lands designated Medium Density Residential.
- b) Urban Design
- i) *Development* should be designed to provide a sense of place and neighbourhood *character*.
  - ii) *Development* shall provide a seamless transition between the public and private realms and promote pedestrian access between the built form and public realm along the street edge.
  - iii) *Development* shall be designed to provide for various lot patterns and housing choices.
  - iv) Buildings should be oriented towards higher-order street frontages, parks, if required, and open space to provide interest and comfort at ground level for pedestrians.
  - v) Residential buildings should feature active frontages with living spaces and/or porches to support pedestrian streetscape.
  - vi) Residential uses shall be designed to reduce the visual appearance of garage doors along the street edge.
  - vii) To avoid garage-dominated streetscape where lot frontages are narrow, rear laneways may be permitted.
  - viii) For *development* adjacent to Bronte Road:
    - Buildings should be located close to Bronte Road to provide visual interest to pedestrians and a sense of enclosure to the street.
    - Building frontages and main entrances shall address Bronte Road.
    - Midblock pedestrian connections from Bronte Road into the interior of the community shall be provided for blocks longer than 200 meters.
  - ix) Land uses directly abutting the Natural Area and Bronte Creek shall be comprised of a combination of residential lots and open space.
  - x) Views and pedestrian connections from the developed area into the Natural Area shall be encouraged.

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

## 29.3.8.3 Land Use Policies

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

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

height shall be six storeys, with a maximum density of 333 units per site hectare.

- f) On the portion of the lands designated Private Open Space, a Low Impact Development Stormwater facility and a privately owned public space shall be permitted.

#### 29.3.8.4 Implementation Policies

- a) The uses and buildings that legally existed prior to the adoption of this Plan may be permitted to continue, however, they are intended to be redeveloped in conformity with this Plan
- b) For any subsequent planning or *development* applications on the Bronte Road West Lands, the completion of a noise study shall be required to confirm there are no negative impacts from adjacent land use and transportation facilities.
- c) For any subsequent planning or *development* applications on the Bronte Road West Lands, the proposed *development* must be supported by a geotechnical assessment to confirm there are no negative impacts to slope stability.
- d) Any *development* or site alteration, as these terms are defined in the Regional Official Plan, on the Bronte Road West Lands shall be subject to the policies of the Regional Official Plan, including without limitation section 118(3).

29.3.9 On the lands designated Business Employment known as 1179 Bronte Road, motor vehicle related uses associated with the services provided by Halton Region may also be permitted.

29.3.10 On the lands designated Core Commercial on the south side of North Service Road West, immediately west of the Kerr Street off ramp from the Queen Elizabeth Way, a hotel with a maximum building height of seven storeys may also be permitted.

#### 29.4 Central Exceptions – Schedule I

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

29.4.1 On the lands designated High Density Residential at the southwest corner of Dundas Street and Prince Michael Drive the maximum building height shall be eight storeys.

29.4.2 On the lands designated Medium Density Residential known as 29 The Greenery, a convenience store may be permitted in combination with a residential use. The maximum gross commercial floor area shall be 100 square metres and no on-site parking shall be required for the commercial use.

- 29.4.3 On the lands designated Neighbourhood Commercial at the northwest corner of Upper Middle and Trafalgar Roads, only a motor vehicle service station and a motor vehicle repair facility shall be permitted.
- 29.4.4 On the lands designated Neighbourhood Commercial at the northeast corner of White Oaks Boulevard and Trafalgar Road, office uses may also be permitted.
- 29.4.5 On the portion of the Oakville Golf Club property designated Natural Area, the existing golf course use may be restored and/or rebuilt to its previous condition if damaged or destroyed by a natural disaster, subject to the following:
- a) The owner shall prepare an environmental impact statement to demonstrate, to the satisfaction of the Town, that *erosion* and any adverse impacts to water quality, water quantity, slope stability, *wildlife* habitat, existing vegetation and drainage shall be minimized and existing valley slopes shall not be disturbed.
  - b) Necessary mitigation measures shall be implemented to the satisfaction of the Town.
  - c) The necessary permits shall be obtained from Conservation Halton.
- 29.4.6 On the lands designated Medium Density Residential on the east side of Postridge Drive, north of English Rose Lane, retail and service commercial uses may also be permitted on the ground floor of buildings fronting onto Postridge Drive.
- 29.4.7 On the lands designated Neighbourhood Commercial at the southeast corner of Dundas Street East and Prince Michael Drive, the maximum floor area for retail and service commercial uses shall be regulated by the implementing zoning.
- 29.4.8 On the lands designated Community Commercial known as 400 Dundas Street East, a motor vehicle repair facility may be permitted provided it serves a secondary function within the site.
- 29.4.9 The portion of lands designated High Density Residential known as 2163 and 2169 Sixth Line, located at the northeast corner of Sixth Line and River Oaks Boulevard, shall be subject to the following:
- a) The maximum building height shall be eight storeys.
  - b) A maximum residential density of 330 units per site hectare.
  - c) A minimum of 1,170 square metres of commercial floor area shall be provided on the ground floor.
  - d) A variety of Neighbourhood Commercial uses shall be accommodated on the ground floor only.

**29.5 East Exceptions – Schedule J**

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

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

**29.6 North West Exceptions – Schedule K**

The following additional policies apply to certain lands on Schedule K, North West Land Use.