

**Official Plan Amendment Number ##  
to the Town of Oakville's Livable Oakville Plan**

**Constitutional Statement**

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number ## to the Livable Oakville Plan.

**Part 1 – Preamble**

**1. Purpose and Effect**

The purpose of the proposed official plan amendment is to modify the text and schedules of the Livable Oakville Plan as part of a consistency exercise to address provincial legislation changes and the new Provincial Planning Statement, 2024.

The effect of the proposed amendment includes changes to:

- Update policies to reflect current *Planning Act* requirements related to parkland dedication, exemptions for post-secondary institutions, pre-consultation, and notice;
- Remove references to, and concepts from, the former Growth Plan;
- Update policies to be consistent with the Provincial Planning Statement, 2024;
- Update policies to reflect the current *Conservation Authorities Act* requirements;
- Introduce a new policy to address the anticipated removal of the Parkway Belt West Plan; and,
- Revise references to Halton Region, as required.

The proposed amendment will result in changes to the following parts of the Livable Oakville Plan:

- Addition of the town's land acknowledgement prior to Part A: Introduction;
- Section 1 (The Livable Oakville Plan);

- Section 3 (Urban Structure);
- Section 4 (Managing Growth and Change);
- Section 10 (Sustainability);
- Section 14 (Employment);
- Section 16 (Natural Area);
- Section 17 (Open Space);
- Section 19 (Parkway Belt West);
- Section 23 (Kerr Village);
- Section 24 (Bronte Village);
- Section 25 (Downtown Oakville);
- Section 27 (Bronte Go Major Transit Station Area);
- Section 28 (Special Policy Areas);
- Section 30 (Implementation);
- Section 31 (Glossary);
- Schedule A1 – Urban Structure;
- Schedule A2 – Built Boundary & Urban Growth Centre;
- Schedule G – South East Land Use;
- Schedule H – West Land Use;
- Schedule I – Central Land Use;
- Schedule N – Palermo Village Land Use;

## **2. Background and Basis**

- Council adopted the Livable Oakville Plan on June 22, 2009. It was approved with modifications by Halton Region November 30, 2009, and was subsequently appealed. Following resolution of the majority of appeals, the Plan was approved at the Ontario Municipal Board with further

modifications on May 10, 2011. It was deemed to conform to the 2006 Growth Plan and be consistent with the 2005 Provincial Policy Statement.

- On October 22, 2022, the Ministry of Municipal Affairs and Housing published a notice to the Environmental Registry of Ontario (ERO) seeking feedback on a proposal to revoke the Parkway Belt West Plan, 1978, under the *Ontario Planning and Development Act, 1994*. The notice was updated on September 27, 2024 to advise the public that there has been no change to the status of this proposal and it is still being considered.
- On November 28, 2022, Bill 23, the *More Homes Built Faster Act*, received Royal Assent. It made extensive changes to several acts and regulations. The *Planning Act* was amended to, among other changes, remove most planning functions from certain upper-tier municipalities, including Halton Region, with an implementation date to follow. Significant changes were also made to the *Conservation Authorities Act*, impacting how conservation authorities operate and their role in development and natural resource management.
- On June 6, 2024, Bill 185, the *Cutting Red Tape to Build More Homes Act*, received Royal Assent. This omnibus bill made changes to a wide range of legislation, including changes to Ontario's land use planning framework. Among other matters, it removed the mandatory pre-consultation requirement for development applications and identified July 1, 2024 as the effective date of upper-tier planning changes for Halton Region.
- On April 6, 2023, the province released a proposed Provincial Planning Statement, 2023 to replace the Provincial Policy Statement, 2020 and the Growth Plan for the Greater Golden Horseshoe (Growth Plan). A subsequent draft was released for public comment on June 16, 2023 followed by another draft released on April 10, 2024. The final version of the Provincial Planning Statement, 2024 (PPS 2024) was released on August 20, 2024 and came into effect on October 20, 2024.

## **Part 2 – The Amendment**

### **A. Text Changes**

The amendment includes the changes to the text of the Livable Oakville Plan listed in the following table. Text that is **bolded and underlined** is new text to be inserted into the Livable Oakville Plan. Text that is crossed out ("~~striketrough~~") is to be deleted from the Plan.

Item No.	Section	Description of Change
1	<b>*NEW* – Land Acknowledgement</b>	<p>Include the Town's Land Acknowledgement prior to the Explanatory Notes section as follows:</p> <p><b>LAND ACKNOWLEDGEMENT</b></p> <p><b>Honouring the Land and Territory</b></p> <p>Oakville, as we know it today, is rich in the history and modern traditions of many First Nations. From the lands of the Anishinaabe, to the Attawandaron and Haudenosaunee, these lands surrounding the Great Lakes are steeped in First Nations history.</p> <p>As we gather today on the sacred lands of Treaties 14 and 22, we are in solidarity with Indigenous brothers and sisters to honour and respect Mother Earth, the original nations of the trees and plants, the four legged, the flyers, the finned and the crawlers as the original stewards of Mother Earth.</p> <p>We acknowledge and give gratitude to the waters as being life and being sacred and to the carriers of those water teachings, the females.</p> <p>We acknowledge and give gratitude for the wisdom of the Grandfathers and the four winds that carry the spirits of our ancestors that walked this land before us.</p> <p>The Town of Oakville is located on the Treaty Lands and Territory of the Mississaugas of the Credit. We acknowledge and thank the Mississaugas of the Credit First Nation, the Treaty holders, for being stewards of this traditional territory.</p>
2	<b>1.2.6</b> THE LIVABLE OAKVILLE PLAN Plan Organization	<p>Revise the policy as follows:</p> <p>Part C, Making Oakville Livable, contains general objectives and policies to direct growth and <i>development</i> decisions in the Town. This section provides policies to manage growth and <i>development</i> in a sustainable manner. It also includes population</p>



Item No.	Section	Description of Change
		and employment forecasts to 2031 <del>51</del> and <del>intensification</del> targets.
3	1.4.2 THE LIVABLE OAKVILLE PLAN Effect and Duration	Revise the policy as follows:  The policies of this Plan provide guidance for the <del>development</del> of the Town to 2031 <del>51</del> .
4	1.4.3 THE LIVABLE OAKVILLE PLAN Effect and Duration	Revise the following policy:  <del>The Region has undertaken a statutory five year review of its Official Plan under the <i>Planning Act</i>, and updated its Official Plan to bring it into conformity with various Provincial policy initiatives through Regional Official Plan Amendment No. 38. Livable Oakville, which was adopted prior to the completion of the Region's Official Plan review, may require further amendments to bring it into conformity with the Region's Official Plan as amended.</del>  <b><u>The portions of the Region of Halton Official Plan that were in effect on or before July 1, 2024 that apply in respect of any area in the Town of Oakville are deemed to constitute an official plan of the Town of Oakville, and remain in effect until the Town of Oakville revokes it or amends it to provide otherwise.</u></b>
5	3.2 URBAN STRUCTURE Mixed Use	Revise the policy as follows:  The Mixed Use designations are to be primarily focused within the Growth Areas and in specified locations reflective of an area's planned function. The seven Growth Areas provide for a concentration of mixed use, higher density, <i>development</i> : Midtown Oakville ( <del>urban growth centre</del> ), Uptown Core, Palermo Village, Downtown Oakville, Bronte Village, Kerr Village, and Hospital District. Policies for all seven Growth Areas are found in Part E.
6	3.7 URBAN STRUCTURE Nodes and Corridors	Revise the policy as follows:

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		<p>Nodes and Corridors are key areas of the Town identified as the focus for mixed use <i>development</i> and intensification.</p> <p>Nodes and Corridors shown on Schedule A1 – Urban Structure are referred to in this in this Plan as Growth Areas and corridors and include Midtown Oakville, Uptown Core, Palermo Village, Hospital District, Kerr Village, Bronte Village, Downtown Oakville, Trafalgar Road Corridor (QEW to Dundas Street) and the corridors along Dundas Street and Speers Road. This Plan also identifies Nodes and Corridors through the defined terms <i>intensification areas</i> and <i>intensification corridors</i>.</p> <p>Nodes and Corridors are identified in the North Oakville East Secondary Plan as urban core areas and include Trafalgar Urban Core Area, Dundas Urban Core Area and Neyagawa Urban Core Area.</p> <p>The Nodes and Corridors identified in this Plan and in the North Oakville East Secondary Plan comprise the Town’s <i>strategic growth areas</i> as that term is defined in the <del>Growth Plan</del>.</p> <p>Midtown Oakville is identified as an <del>Urban Growth Centre in the Growth Plan</del> <b><u>Protected Major Transit Station Area</u></b> and is planned to accommodate a significant portion of Oakville and Halton’s <del>required</del> intensification.</p> <p>Bronte GO Station is <b><u>also</u></b> identified as a <b><u>Protected Major Transit Station Area</u></b> <del>by the Growth Plan</del> and is intended to accommodate <i>transit-supportive</i> growth and intensification.</p> <p>The remaining Nodes and Corridors each have a unique existing and planned <i>character</i>, scale and potential to accommodate growth.</p>

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		<p>Downtown Oakville, Kerr Village and Bronte Village are intended to develop as mixed use centres with viable main streets.</p> <p>They are recognized in the urban structure as Main Street Areas for their distinctive <i>character</i> and are intended to accommodate lesser amounts of intensification.</p> <p>This Plan, along with the North Oakville East Secondary Plan, provides detailed policies for the <i>development</i> of the identified Nodes and Corridors.</p> <p>For those areas identified on Schedule A1 – Urban Structure as Nodes and Corridors for Further Study, future review shall provide updated and new policies to delineate boundaries, the mix of land uses and the intensity and scale of <i>development</i>.</p>
7	<b>3.12</b> URBAN STRUCTURE Major Transportation Corridors, Provincial Priority Transit Corridors and Utility Corridors	<p>Revise the policy as follows:</p> <p><b>Major Transportation Corridors, <del>Provincial Priority Transit</del> <u>Higher Order Transit</u> Corridors and Utility Corridors</b></p> <p>The future of transportation is based on the principle of “mobility-as-a-service” and a focus on a multi-modal transportation system. Major Transportation Corridors as well as Proposed Major Transportation Corridors are identified in the urban structure as the foundation of the Town’s multi-modal transportation system. These major elements include arterial roads and major collector roads.</p> <p>The <del>Provincial priority transit corridor</del> <b><u>Higher Order Transit Corridors</u></b>, Utility Corridors and Provincial Highways are also identified in the Town’s urban structure in support of the transportation system.</p> <p>The function of this transportation system is to provide connectivity locally, between the Town’s Nodes and Corridors and throughout the Region. This connectivity shall be achieved by delivering a full range of multi-modal facilities.</p>

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8	4. MANAGING GROWTH AND CHANGE	<p>Revise the policy as follows:</p> <p>The policies of this Plan relating to the management of growth and change are intended to implement the mission statement and guiding principles of Part B. Many of the principles reflect those of Provincial policies and plans which provide for a significant shift to a more <i>compact urban form</i> and <i>intensification</i> within the <del>built-up area</del> <b><u>urban area</u></b>.</p> <p>This Plan provides a land use planning framework to direct and manage growth to <del>2031</del> <b>2051</b> based on the following population and employment forecasts:</p> <p><b>Table 2: Town-wide Population and Employment Forecasts</b></p> <table border="1"> <thead> <tr> <th>Year</th><th>Population</th><th>Employment</th></tr> </thead> <tbody> <tr> <td><del>2006</del> <b><u>2031</u></b></td><td><del>165,000</del> <b><u>284,000</u></b></td><td><del>82,000</del> <b><u>138,000</u></b></td></tr> <tr> <td><b><u>2041</u></b></td><td><b><u>342,000</u></b></td><td><b><u>168,000</u></b></td></tr> <tr> <td><del>2034</del> <b><u>2051</u></b></td><td><del>255,000</del> <b><u>388,000</u></b></td><td><del>127,000</del> <b><u>191,000</u></b></td></tr> </tbody> </table> <p>Note:</p> <p>1 The forecasts are for the entire Town, including North Oakville. (<del>North Oakville is approximately 35,000 employees and 55,000 residents.</del>)</p> <p>The population and employment growth in the Town is intended to be accommodated through the <i>development</i> of the <b><u>Nodes and Corridors</u></b>, Residential <b><u>Areas</u></b>, <b><u>Major Commercial Areas</u></b> and <i>Employment Areas</i> <del>within the existing built boundary</del> shown on Schedule A2<b><u>1</u></b>, <del>Built Boundary and Urban Growth Centre</del> <b><u>Urban Structure</u></b>, and <del>within greenfield areas</del>.</p>	Year	Population	Employment	<del>2006</del> <b><u>2031</u></b>	<del>165,000</del> <b><u>284,000</u></b>	<del>82,000</del> <b><u>138,000</u></b>	<b><u>2041</u></b>	<b><u>342,000</u></b>	<b><u>168,000</u></b>	<del>2034</del> <b><u>2051</u></b>	<del>255,000</del> <b><u>388,000</u></b>	<del>127,000</del> <b><u>191,000</u></b>
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		<p>Growth is to occur primarily within the defined Growth Areas in Part E (Midtown Oakville, Bronte GO <i>major transit station area</i>, the Uptown Core, Palermo Village, Kerr Village, Bronte Village, Downtown Oakville and Hospital District). <i>Intensification</i> outside of the Growth Areas is to be provided in accordance with the policies as set out in this Plan.</p> <p><i>Employment Areas</i> support a diverse economic base, including a range and choice of sites for employment uses to support a wide range of economic activities and ancillary uses. <i>Employment Areas</i> are to be protected and preserved to meet current and future employment needs.</p> <p>In managing growth and change, the use of existing <i>infrastructure</i> and <i>public service facilities</i> should be optimized wherever feasible before consideration is given to the development of new <i>infrastructure</i>. <i>Infrastructure</i> investment shall be cost-effective and co-ordinated to support and facilitate <i>intensification</i>. The Town will consider planning approval, financial and other incentives to support the <i>development of intensification areas</i>.</p>
9	4. MANAGING GROWTH AND CHANGE Growth Areas	<p>Revise the policy as follows:</p> <p>The majority of <i>intensification</i> in the Town is to occur within the Growth Areas as defined in Part E. <b><u>These areas are considered <i>strategic growth areas</i>.</u></b></p> <p>Midtown Oakville, Bronte GO <i>major transit station area</i>, the Uptown Core, <del>and</del> Palermo Village, <b><u>and the Hospital District</u></b> are primary Growth Areas <b><u>on higher order transit corridors</u></b>, which will accommodate the highest level of <i>intensification</i>, <del>and the Hospital District is a Growth Area within a greenfield area.</del> They are intended to be developed as mixed use centres with <i>transit-supportive development</i> focused around <i>major transit station areas</i> and along corridors. These areas have been the subject of detailed, comprehensive land use studies or</p>

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		<p>secondary planning exercises which have resulted in objectives and policies to provide for <i>intensification</i> opportunities.</p> <p><b><u>Minimum density targets for <i>strategic growth</i> areas on <i>higher order transit corridors</i> include:</u></b></p> <p><b><u>Table 3: Strategic Growth Areas on higher order transit corridors</u></b></p> <table><tr><th rowspan="2">Growth Area</th><th rowspan="2">Minimum Density Target (Residents and Jobs Combined Per Hectare)</th><th colspan="2">General Target Proportion of Residents and Jobs</th></tr><tr><th>Residents</th><th>Jobs</th></tr><tr><td>Midtown Oakville</td><td>200</td><td>~65%</td><td>~35%</td></tr><tr><td>Bronte GO</td><td>150</td><td>~40%</td><td>~60%</td></tr><tr><td>Uptown Core</td><td>160</td><td>~85%</td><td>~15%</td></tr><tr><td>Palermo Village</td><td>160</td><td>~85%</td><td>~15%</td></tr><tr><td>Hospital District</td><td>160</td><td>~40%</td><td>~60%</td></tr></table> <p>Bronte Village, Kerr Village and Downtown Oakville are also Growth Areas. These areas are intended to develop as mixed use centres with viable main streets. The revitalization of Bronte Village and Kerr Village has been the subject of detailed, comprehensive land use studies which have resulted in objectives and policies to provide for growth opportunities. Downtown Oakville will continue to provide for <i>intensification</i> opportunities within its defined planning framework.</p>	Growth Area	Minimum Density Target (Residents and Jobs Combined Per Hectare)	General Target Proportion of Residents and Jobs		Residents	Jobs	Midtown Oakville	200	~65%	~35%	Bronte GO	150	~40%	~60%	Uptown Core	160	~85%	~15%	Palermo Village	160	~85%	~15%	Hospital District	160	~40%	~60%
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10	4.2 MANAGING GROWTH AND CHANGE Urban Growth Centre	<p>Remove the following policy in its entirety and renumber subsequent policies accordingly:</p> <p><b><del>4.2 Urban Growth Centre</del></b></p>																										

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		<p>In addition to being a Growth Area, Midtown Oakville is an <i>urban growth centre</i> identified by the <i>Growth Plan for the Greater Golden Horseshoe, 2006 (the Growth Plan)</i>. The greatest levels of height and density in the Town are planned for Midtown Oakville. It is to be a primary <i>intensification area</i> with employment, commercial and residential uses concentrated within the <i>major transit station area</i>.</p> <p>Midtown Oakville is planned to achieve a minimum gross density of 200 jobs and residents combined per hectare by 2031, in accordance with the <i>Growth Plan</i>. Reductions in minimum heights or densities within Midtown Oakville will not be permitted.</p>
11	<b>4.3</b> MANAGING GROWTH AND CHANGE Residential Intensification Outside of the Growth Areas	<p>Renumber and revise the policy as follows:</p> <p><b>4.3 4.2 Residential Intensification Outside of the Growth Areas</b></p> <p>It is the policy of the Plan that the key focus for <i>development</i> and redevelopment to accommodate <i>intensification</i> will be the locations identified as Growth Areas. Lands outside of Growth Areas are predominantly stable residential communities which consist of established neighbourhoods. While the Plan encourages <i>intensification</i> generally throughout the <i>built-up area-urban area</i>, it also recognizes that some growth and change may occur in these areas provided the <i>character</i> of the areas is preserved and the overall urban structure of the Town is upheld. <i>Intensification</i> outside of the Growth Areas including additional <i>intensification</i> opportunities such as infill, redevelopment and <i>greyfield</i> and <i>brownfield sites</i>, will be considered in the context of this Plan.</p>
12	<b>4.4</b> MANAGING GROWTH AND CHANGE Intensification Targets	<p>Remove the following policy in its entirety and renumber subsequent policies accordingly:</p> <p><b>4.4 Intensification Targets</b></p> <p>This Plan provides objectives and policies to meet the following <i>intensification target</i> for residential</p>

Item No.	Section	Description of Change				
		<p><del>development within the built boundary as shown on Schedule A2:</del></p> <p><b>Table 3: Residential Intensification Target within Built Boundary</b></p> <table><tr><th></th><th>2015 to 2031</th></tr><tr><td>Target (New Residential Units within <i>Built Boundary</i>)<sup>1</sup></td><td>14,390</td></tr></table> <p>Note:</p> <p>1. The <i>intensification</i> targets within the Growth Areas do not include potential bonused residential units.</p> <p>The <i>intensification</i> target of 14,390 residential units within the <i>built boundary</i> is intended to provide for units which can be built as a result of <i>developments</i> that conform to this Plan. The number of units built within the <i>built boundary</i> by the year 2015, and each year thereafter, will be monitored to ensure conformity with the Region’s requirement under the <i>Growth Plan</i>.</p> <p>The minimum heights and densities as set out in the land use designations in Part D and the policies set out in Part E of the Plan shall be maintained to achieve the minimum <i>intensification</i> target of 13,500 units, as required by the Region of Halton Official Plan. No zoning by law shall be approved which would preclude meeting this minimum <i>intensification</i> target</p>		2015 to 2031	Target (New Residential Units within <i>Built Boundary</i> ) <sup>1</sup>	14,390
	2015 to 2031					
Target (New Residential Units within <i>Built Boundary</i> ) <sup>1</sup>	14,390					
13	4.5 MANAGING GROWTH AND CHANGE Greenfield Areas	<p>Remove the following policy in its entirety and renumber subsequent policies accordingly:</p> <p><b>4.5 Greenfield Areas</b></p> <p><del>Land areas within the settlement area of the Town, but outside of the built boundary, represent greenfield areas and are shown on Schedule A2.</del></p>				



Item No.	Section	Description of Change
		<p><del>Greenfield areas will be planned at a development density that will assist the Region in achieving a minimum density target of not less than 50 residents and jobs combined per gross hectare, measured over the entire greenfield area throughout the Region.</del></p> <p><del>Greenfield areas are intended to be developed in a way that contributes to creating complete communities. They are to be developed with a mix of land uses, including residential and employment uses, at transit supportive densities, and with a road pattern that supports walking, cycling and the early integration and sustained viability of transit. They are to be developed so as to create high quality parks and open spaces with site design standards and urban design guidelines that support opportunities for transit and active transportation.</del></p>
14	10 SUSTAINABILITY	<p>Revise the policy as follows:</p> <p>The Town is committed to <i>sustainable development</i> in order to achieve environmental sustainability <b><u>and prepare for the impacts of a changing climate</u></b>. This section provides objectives and policies to implement the principle of sustainability where the Town has jurisdiction.</p>
15	10.1.1 SUSTAINABILITY General	<p>Revise the policy as follows:</p> <p>Objectives</p> <p>The general objectives for sustainability are:</p> <ul style="list-style-type: none"> <li>a) to minimize the Town's <i>ecological footprint</i>;</li> <li>b) to achieve sustainable building and community design;</li> <li>c) to preserve, enhance and protect the Town's environmental features, natural heritage systems and waterfronts;</li> <li>d) to enhance the Town's air and water quality;</li> <li>e) to maintain the existing urban forest; <b><u>and,</u></b></li> <li>f) to progressively increase the urban forest to achieve a canopy cover of 40% Town-wide beyond the life of this Plan.; <b><u>and,</u></b></li> </ul>

Item No.	Section	Description of Change
		g) <b><u>to prepare for the impacts of a changing climate.</u></b>
16	<b>10.9.2</b> SUSTAINABILITY Subwatershed Planning	Revise the policy as follows:  The Town shall, <del>in partnership with the Conservation Authority,</del> consider an adaptive environmental management approach to existing subwatershed studies. This approach may require applicants to update existing subwatershed studies. The need to update these studies shall be determined <del>jointly by the Town, the Conservation Authority and the Region.</del> <b><u>in consultation with partner agencies, as appropriate.</u></b>
17	<b>10.13.4</b> SUSTAINABILITY Hazard Lands	Revise the policy as follows:  Development in and around Lake Ontario shall consider best management practices respecting the shoreline. Any shoreline hardening and design features shall, among things, avoid wind-blown algae collection traps as determined by the <b><u>Town and</u></b> Conservation Authority.
18	<b>14.1.6</b> EMPLOYMENT General	Revise the policy as follows:  Major retail and residential uses shall not be permitted in Employment Areas outside of a delineated major transit station area <del>in accordance with the 2019 Growth Plan.</del>
20	<b>16.1.9</b> NATURAL AREA General	Revise the policy as follows:  Valleylands  e) <i>Development</i> or site alteration shall not be permitted within the valley or within 15 metres of the <i>stable top-of-bank</i> of major <b><u>and minor</u></b> valleys and tributaries, <del>and 7.5 metres of the <i>stable top-of-bank</i> of minor valleys and tributaries,</del> except for <i>compatible</i> permitted recreational uses, essential public works and <i>utilities</i> subject to the requirements of this Plan. Greater setbacks may be required as a result of environmental impacts evaluated through an approved EIS.
21	<b>16.1.15</b> NATURAL AREA	Revise the policy as follows:

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	General	<p>Boundaries and Applications for Redesignation</p> <p>a) The specific boundaries of the Natural Area including appropriate buffers of any natural features shall be identified <b>by the Town</b> through an EIS, or on a site by site basis at the time of planning application through consultation with the Conservation Authority.</p>
22	17.3.3 OPEN SPACE Waterfront Open Space	<p>Revise the policy as follows:</p> <p>The delineation and regulation of <i>hazard lands</i>, including the <i>long-term stable top-of-bank</i>, is administered by the Conservation Authorities through the <i>Conservation Authorities Act</i> and <del>their individual</del> <b>the applicable</b> regulations as well as through the <i>hazard lands</i> policies in Part C of this Plan.</p>
23	17.3.6 OPEN SPACE Waterfront Open Space	<p>Revise the policy as follows:</p> <p>Harbours</p> <p>f) In the case of Bronte Harbour, the <del>Region, in cooperation with the Town and Conservation Halton,</del> shall conduct the master planning process <b>in consultation with partner agencies, as required.</b></p>
24	*NEW* – 19.1.4 PARKWAY BELT WEST General	<p>Add new policy as follows:</p> <p>19.1.4 In the event that the Province revokes the Parkway Belt West Plan, any proposed development or land use change within the affected area shall require an Official Plan Amendment and Zoning By-law Amendment. Such proposals must demonstrate the following to the satisfaction of the Town:</p> <ul style="list-style-type: none"> <li>a) Protection and enhancement of natural heritage features and hydrological functions;</li> <li>b) Preservation of lands that support ecological and physical connectivity between the Town's natural areas, parks and open spaces, waterfront open space, and the Region's Natural Heritage System;</li> <li>c) Evidence of demonstrated need and market demand for the proposed land uses;</li> <li>d) Consideration of surrounding land uses and existing development context; and</li> </ul>

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		e) Compatibility with adjacent uses and minimization of potential land use conflicts. If no amendment is brought forward by a proponent, the Town will determine the appropriate land use designation through an Official Plan Amendment.
25	<b>23.4.2</b> KERR VILLAGE Functional Policies	Remove the following policy in its entirety and renumber subsequent policies accordingly: <del>Minimum Density</del>  <del>A minimum planned density shall be established for Kerr Village through Provincial plan conformity coordinated with Halton Region.</del>
26	<b>24.4.3</b> BRONTE VILLAGE Functional Policies	Remove the following policy in its entirety: <del>Minimum Density</del>  <del>A minimum planned density shall be established for Bronte Village through Provincial conformity coordinated with Halton Region.</del>
27	<b>25.4.3</b> DOWNTOWN OAKVILLE Functional Policies	Revise policy as follows: <del>Minimum Density</del>  <del>A minimum planned density shall be established for Downtown Oakville through Provincial plan conformity coordinated with Halton Region</del>
28	<b>27</b> BRONTE GO MAJOR TRANSIT STATION AREA	Revise policy as follows: The Bronte GO Station, located on the Lakeshore West GO <del>provincial priority transit corridor</del> <b>rail line</b> , 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 <i>major transit station area</i> and <i>strategic growth area</i> 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

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		<p><del>Growth Plan</del> <b>PPS 2024</b> requires that <i>major transit station areas</i> <b><u>on higher order transit corridors</u></b> <del>located on a provincial priority transit corridor</del> be planned to achieve a minimum density of 150 residents and jobs combined per hectare <del>by the year 2051</del>.</p> <p>The Bronte GO <i>major transit station area</i> 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 <i>employment areas</i> to the west.</p> <p>The Bronte GO <i>major transit station area</i> 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 <i>transit-supportive</i>, 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 <i>complete community</i> developed with a <i>compact urban form</i> which meet peoples' needs for daily living, including walkable streets, open spaces and amenities, options for getting around, and an attractive public realm.</p> <p>As the area transforms, land use compatibility with surrounding <i>employment areas</i>, existing <i>major facilities</i>, and the residential area to the south, is a key objective.</p> <p>The area is also identified as a <i>protected major transit station area</i> by Halton Region, providing opportunities for <i>affordable housing</i> through <i>inclusionary zoning</i>.</p>
29	27.2.5 BRONTE GO MAJOR TRANSIT STATION AREA	Revise policy as follows:

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	Objectives	<p>To enable the evolution of the Bronte GO <i>major transit station area</i> as a prominent location for employment and population within the Town by:</p> <p>a) applying minimum densities to ensure a minimum gross density of 150 residents and jobs combined per hectare is achieved, <del>in accordance with the Growth Plan;</del></p>
30	27.4.1 BRONTE GO MAJOR TRANSIT STATION AREA Functional Policies	<p>Revise policy as follows:</p> <p>Population and Employment Densities</p> <p>The Bronte GO <i>major transit station area</i> has been planned to achieve a minimum gross density of 150 residents and jobs combined per hectare in accordance with the <del>Growth Plan</del> <b>PPS 2024</b> and the <del>Regional Official Plan</del>. Minimum density requirements are provided on Schedule S3, represented in <i>floor space index</i> (FSI), to achieve the minimum gross density</p>
31	27.4.3 BRONTE GO MAJOR TRANSIT STATION AREA Functional Policies	<p>Revise policy as follows:</p> <p>Transportation</p> <p>i) <i>Active transportation</i> Network</p> <p>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 <i>major transit station area</i>. 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 <del>and Halton Region</del>, in consultation with Conservation Halton.</p>

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32	<b>27.4.4.1</b> BRONTE GO MAJOR TRANSIT STATION AREA Functional Policies	Revise policy as follows:  Stormwater Management  d) 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, <del>Halton Region and in consultation with Conservation Halton.</del>
33	<b>27.4.6</b> BRONTE GO MAJOR TRANSIT STATION AREA Functional Policies	Remove the following policy:  c) <i>Affordable housing and Inclusionary Zoning</i>  ii) <i>An inclusionary zoning framework shall be informed by an assessment report prepared in coordination with Halton Region.</i>
34	<b>27.6.10</b> BRONTE GO MAJOR TRANSIT STATION AREA Parks and Open Space	Revise policy as follows:  A public trail may be provided along the west side of Fourteen Mile Creek connecting South Service Road to Wyecroft 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, <del>Halton Region and in consultation with the Conservation Authority</del>
35	<b>28.3.4</b> SPECIAL POLCY AREAS Trafalgar Road Corridor (QEW to Dundas Street)	Remove the following policy:  <del>Exeptions</del>  a) <del>Within the Institutional designation, on the portion of the Sheridan College lands between Trafalgar Road and the existing college buildings, the following policies shall apply:</del>  i) <del>As part of any development approval, development and redevelopment shall be</del>

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		<p>based on a comprehensive <del>development</del> plan which demonstrates the potential full build out of the site.</p> <p>ii) The uses permitted in the Urban Core designation in section 12.5.1 shall also be permitted.</p> <p>iii) Mixed use and single use buildings may be permitted within the overall comprehensive <del>development plan or redevelopment</del>.</p> <p>iv) Building Height</p> <ul style="list-style-type: none"> <li>▪— The maximum building height shall be 12 storeys.</li> <li>▪— Notwithstanding the maximum building height, new buildings proposed along Sheridan College's northerly property boundary shall be developed in consideration of those lands designated Residential Low Density, and no taller than four storeys.</li> <li>▪— Minimum building heights shall be determined through the <del>development</del> process and regulated by the implementing zoning to ensure <del>transit-supportive development</del> is achieved while providing opportunities for distinct, landmark institutional buildings.</li> <li>▪— Notwithstanding the minimum building height, buildings that directly front Trafalgar Road should be the equivalent of six storeys.</li> <li>▪— The Town may allow for increases of up to four storeys beyond the maximum permitted building height through bonusing, without amendment to this</li> </ul>



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		<p>Plan, in exchange for the provision of public benefits as listed in section 28.8.2.</p> <ul style="list-style-type: none"> <li>Development on the Sheridan College site may be permitted which provides for the transfer of unused height to buildings south of Ceremonial Drive, providing for a maximum of 18 storeys, inclusive of any bonusing. The intent of the specific transfer of height is to allow for flexibility of design while meeting the policies of this Plan and maintaining the same development yield.</li> </ul>
36	28.4 SPECIAL POLICY AREAS Speers Road Corridor	<p>Revise policy as follows:</p> <p>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 <i>Special Policy Area</i> known as the Speers Road Corridor. This <i>Special Policy Area</i> is an <i>Employment Area</i> that has been identified as an employment mixed use corridor and a <i>Regional transit priority corridor</i>, as shown on Schedule A1, Urban Structure.</p> <p>An employment mixed use corridor is an <i>Employment Area</i> in which a broader range of employment uses may be permitted in order to support the function of the <i>Employment Area</i> and to reflect the unique nature of the corridor as a <i>strategic growth area</i>.</p> <p>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 <del>Urban Growth Centre</del>, and the <i>Employment Area</i> in between.</p> <p>The boundary of the Speers Road Corridor <i>Special Policy Area</i> is identified on Schedule F, South West Land Use, and Schedule G, South East Land Use.</p>

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		The following policies provide a framework for change within the Speers Road Corridor <i>Special Policy Area</i> .
37	<b>28.4.4</b> SPECIAL POLICY AREAS Speers Road Corridor	Remove the following policy and renumber subsequent policies accordingly:  Functional Policies  <del>e) Minimum Density</del> i) <del>A minimum employment density target, measured in jobs per hectare, shall be established for the Speers Road Corridor <i>Special Policy Area</i> in coordination with Halton Region</del>
38	<b>28.4.5</b> SPECIAL POLICY AREAS Speers Road Corridor	Revise policy as follows:  Land Use Policies  Land use designations for the Speers Road Corridor <i>Special Policy Area</i> , 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 <i>Special Policy Area</i> .  a) <i>Major retail</i> and residential uses shall not be permitted in <i>Employment Areas</i> outside of a delineated <i>major transit station area</i> <del>in accordance with the 2019 Growth Plan</del> .
39	<b>28.4.6</b> SPECIAL POLICY AREAS Speers Road Corridor	Remove the following policy and renumber subsequent policies accordingly:  Land Use Policies  <del>i) The Town shall, in consultation with Halton Region, update the policies for the Speers Road Corridor <i>Special Policy Area</i>, as required, in coordination with the:</del> <ul style="list-style-type: none"> <li><del>• Region of Halton Mobility Management Strategy;</del></li> <li><del>• Region of Halton <i>municipal comprehensive review</i> including the development of an employment strategy; and,</del></li> </ul>

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		<ul style="list-style-type: none"> <li>• <del>Region of Halton's delineation of the Bronte GO major transit station area</del></li> </ul>
40	<b>30</b> IMPLEMENTATION	<p>Revise policy as follows:</p> <p>The Implementation section of this Plan provides a description of the tools that the Town can use to implement its Official Plan. Basic planning tools, including zoning by-laws and subdivision control, along with more specialized planning tools and mechanisms, such as holding by-laws, <del>bonus by-laws</del> and <i>community improvement plans</i>, will ensure that the Town can achieve its mission statement and guiding principles. Policies for non-conforming uses, required studies, monitoring, <b>engagement</b> and review are established in this section</p>
41	<b>30.1.3</b> IMPLEMENTATION Official Plan	<p>Remove the following policy and renumber subsequent policies accordingly:</p> <p><del>A municipal comprehensive review shall be required for:</del></p> <p>a) <del>the identification of new strategic growth areas;</del></p> <p>b) <del>significant changes to the boundaries of existing strategic growth areas</del></p>
42	<b>30.2</b> IMPLEMENTATION Site-specific Official Plan Amendments	<p>Revise policy as follows:</p> <p>Submissions must demonstrate that the proposed amendment:</p> <p>g) is not more appropriately considered under a <i>required comprehensive Official Plan review</i> <del>or a municipal comprehensive review</del>;</p>
43	<b>30.4.2</b> IMPLEMENTATION Holding By-laws	<p>Remove, revise and renumber policies as follows:</p> <p>e) to satisfy policies of this Plan related to heritage conservation, site plan control, potentially <i>contaminated</i> sites, protection of the natural environment, community improvement and any other planning matters determined to be relevant to the <i>development</i> of the lands; <b>and,</b></p>

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		<del>f) to achieve the exchange of facilities, services or other matters set out in the bonusing policies of this Plan; and,</del> <del>ii) f) to ensure the execution of legal agreements, approval of subdivision plans and/or approval of necessary studies by the appropriate authorities to satisfy any of the criteria set out above</del>
44	<b>30.12.8</b> IMPLEMENTATION Land Acquisition and Parkland Dedication	Revise policy as follows: Parkland Dedication b) The conveyance of land to the Town for park or other recreational purposes shall be required in an amount up to: i) 2% of the land for commercial or industrial purposes; ii) <del>5% of the land or one hectare for each 300 dwelling units for residential purposes; and,</del> <del>iii) ii) 5% of the land in all other cases; or,</del> <b><u>iii) the alternative rate established by the town's Parkland Dedication By-law.</u></b>
45	<b>30.19.1</b> IMPLEMENTATION Pre-consultation and Complete Applications Submission Requirements	Revise policy as follows: Consultation with the Town prior to the submission of an application requiring a <i>Planning Act</i> approval is encouraged <del>and shall be required</del> for applications for official plan amendment, zoning by-law amendment, draft plan of subdivision, draft plan of condominium and site plan. The Region shall be encouraged to participate in the Town's pre-consultation process. Other affected agencies such as conservation authorities shall be encouraged to participate, where appropriate.
46	<b>30.20.4</b> IMPLEMENTATION Alternative Notice Procedures	Revise policy as follows: Notice regarding a proposed official plan amendment and/or zoning by-law amendment where a public information meeting is to be, or has been, held shall be given in accordance with the Planning Act, except where in conflict with the following policies which shall prevail:

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		<p>a) Notice of a public meeting shall be provided no later than 14 days prior to the date of the meeting.</p> <p>b) Notice given regarding a proposal that applies generally to the Town shall be <del>placed in the local newspaper(s)</del> <b><u>posted on the Town of Oakville website.</u></b></p> <p>c) Notice given regarding a site-specific proposal shall be <del>placed in the local newspaper(s)</del> <b><u>posted on the Town of Oakville website</u></b> or sent by personal service, ordinary mail, e-mail or fax to every owner of land within at least 120 metres of the subject land.</p> <p>d) Notice given regarding a site-specific proposal shall include the erection by the applicant of notice of application signage on the lands subject to the application in accordance with Town guidelines and applicable requirements.</p> <p>e) Notice given to an organization or public body shall be sent by personal service, ordinary mail, e-mail or fax.</p>
47	31.5 INTERPRETATION Glossary	<p>Revise definition as follows:</p> <p><b><i>Affordable housing</i></b> <del>means housing with market price or rent that is affordable to households of low and moderate income spending 30 per cent of their gross household income without government subsidies. Such households would be able to afford, at the low end, at least three out of ten rental properties on the market and, at the high end, ownership housing with sufficient income left, after housing expenses, to sustain a basic standard of living.</del></p> <p>a) <b><u>in the case of ownership housing, the least expensive of:</u></b></p>

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		<p>i) <u>housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or</u></p> <p>ii) <u>housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in Oakville.</u></p> <p>b) <u>in the case of rental housing, the least expensive of:</u></p> <p>i) <u>a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or</u></p> <p>ii) <u>a unit for which the rent is at or below the average market rent of a unit in Oakville.</u></p>
48	31.5 INTERPRETATION Glossary	<p>Revise definition as follows:</p> <p><b><i>Built heritage resource</i></b> means a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an <del>Aboriginal</del> <b><i>Indigenous</i></b> community. <del><i>Built heritage resources</i> are generally located on property that has been designated under Parts IV or V of the <i>Ontario Heritage Act</i>, or included on local, provincial and/or federal registers.</del></p>
49	31.5 INTERPRETATION Glossary	<p>Revise definition as follows:</p> <p><b><i>Complete communities</i></b> means places such as mixed use neighbourhoods or other areas within cities, towns, and <i>settlement areas</i> that offer and support opportunities for <b><u>equitable access to many necessities for daily living for</u></b> people of all ages and <del>abilities to conveniently access most of the necessities for daily living</del>, including an appropriate mix of jobs, <del>local stores, and services</del>, a full range of housing, transportation options <del>public service facilities</del>, <b><u>local stores and services</u></b>. <i>Complete communities</i> are <del>age-friendly</del> <b><u>inclusive</u></b> and may take different shapes and forms appropriate to their</p>

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		contexts <b><u>to meet the diverse needs of their populations.</u></b>
50	31.5 INTERPRETATION Glossary	<p>Revise definition as follows</p> <p><b><i>Conserved (or conserve)</i></b> means the identification, protection, management and use of <i>built heritage resources, cultural heritage landscapes</i> and archaeological resources in a manner that ensures their cultural heritage value or interest is retained <del>under the <i>Ontario Heritage Act</i>.</del> This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment <b><u>that has been approved, accepted or adopted by the relevant planning authority and/or decision maker.</u></b> Mitigative measures and/or alternative development approaches <del>can</del><b><u>should</u></b> be included in these plans and assessments.</p>
51	31.5 INTERPRETATION Glossary	<p>Revise definition as follows:</p> <p><b><i>Cultural heritage landscape</i></b> means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an <del>Aboriginal</del> <b><u>Indigenous</u></b> community. The area may involve features such as <b><u>buildings,</u></b> structures, spaces, <b><u>views,</u></b> archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. <del>Examples may include, but are not limited to, heritage conservation districts designated under the <i>Ontario Heritage Act</i>; villages, parks, gardens, battlefields, mainstreets and other streets of special interest, golf courses, farmscapes, neighbourhoods, cemeteries, historic roads and trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site).</del></p>

Item No.	Section	Description of Change
52	31.5 INTERPRETATION Glossary	<p>Revise definition as follows:</p> <p><b><i>Development</i></b> means the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the <i>Planning Act</i>, but does not include:</p> <ul style="list-style-type: none"> <li>a) activities that create or maintain <i>infrastructure</i> authorized under an environmental assessment process <b><u>or identified in provincial standards;</u></b> <b><u>or</u></b></li> <li>b) works subject to the <i>Drainage Act</i></li> <li>c) any other activity deemed by the Director of Planning <del>Services</del> <b><u>and Development</u></b> to be minor in nature, which has negligible impact to the natural environment and meets the intent of this Plan</li> </ul>
53	31.5 INTERPRETATION Glossary	<p>Revise definition as follows:</p> <p><b><i>Flooding hazards</i></b> means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:</p> <ul style="list-style-type: none"> <li>a) Along the shoreline of Lake Ontario, the flooding hazard limit is based on the one hundred year <i>flood</i> level plus an allowance for wave <del>uprush</del> <b><u>effects</u></b> and other water-related hazards.</li> <li>b) Along river and stream systems, the flooding hazard is the greater of:             <ul style="list-style-type: none"> <li>i) the <i>flood</i> resulting from the rainfall actually experienced during a major storm, such as the Hurricane Hazel storm (1954), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;</li> </ul> </li> </ul>



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		<p>ii) the one hundred year <i>flood</i>; and,</p> <p>iii) a <i>flood</i> which is greater than i) or ii) which was actually experienced in a particular watershed or portion thereof, <b><u>for example</u></b>, as a result of ice jams and which has been approved as the standard for that specific area by the Ministry of Natural Resources;</p> <p>except where the use of the one hundred year <i>flood</i> or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific watershed (where the past history of <i>flooding</i> supports the lowering of the standard).</p>
54	31.5 INTERPRETATION Glossary	<p>Remove definition in its entirety and de-italicize all references to Greater Golden Horseshoe in the Livable Oakville Plan:</p> <p><del><b><i>Greater Golden Horseshoe</i></b> means the geographic area designed as the Greater Golden Horseshoe growth plan area in Ontario regulation 416/05.</del></p>
55	31.5 INTERPRETATION Glossary	<p>Remove definition in its entirety:</p> <p><del><b><i>Greenfield or greenfield area</i></b> means the area within a settlement area that is not built up area.</del></p>
56	31.5 INTERPRETATION Glossary	<p>Revise definition as follows:</p> <p><del><b><i>Heritage attributes</i></b> means the principal principal features or elements, as defined under the <u>Ontario Heritage Act, in relation to real property, and to the buildings and structures on the real property, the attributes of the property, buildings and structures</u> that contribute to a protected heritage property's <u>their</u> cultural heritage value or interest; and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a protected heritage property).</del></p>

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57	31.5 INTERPRETATION Glossary	<p>Revise definition as follows:</p> <p><b><i>Higher order transit</i></b> means transit that generally operates in <del>its own</del> <b><u>partially or completely</u></b> dedicated rights-of-way, outside of mixed traffic, and therefore can achieve <del>a frequency of service</del> <b><u>levels of speed and reliability</u></b> greater than mixed-traffic transit. <i>Higher order transit</i> can include heavy rail (such as subways, <b><u>elevated or surface rail, and commuter rail</u></b>), light rail (<del>such as streetcars</del>), and buses in dedicated rights-of-way.</p>
58	31.5 INTERPRETATION Glossary	<p>Add the following definition alphabetically to section 31.5 Glossary, and italicize the new defined term throughout the Livable Oakville Plan:</p> <p><b><i><u>Impacts of a changing climate means the present and future consequences from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability.</u></i></b></p>
50	31.5 INTERPRETATION Glossary	<p>Revise definition as follows:</p> <p><b><i>Infrastructure</i></b> means physical structures (facilities and corridors) that form the foundation for <i>development</i>. Infrastructure includes: sewage and water systems, septage treatment systems, waste management systems, electric power generation and transmission, communications/telecommunications <b><u>including broadband</u></b>, transit and <i>transportation corridors</i> and facilities, <b><u>active transportation systems</u></b>, oil and gas pipelines and associated facilities.</p>
60	31.5 INTERPRETATION Glossary	<p>Revise definition as follows:</p> <p><b><i>Intensification</i></b> means the <i>development</i> of a property, site or area at a higher density than currently exists through:</p> <p>a) redevelopment, including the reuse of <i>brownfield sites</i> <b><u>and underutilized shopping malls and plazas</u></b>;</p>

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		b) the <i>development</i> of vacant and/or underutilized lots within previously developed areas;  c) <i>infill development</i> ; or  d) the expansion or conversion of existing buildings
61	31.5 INTERPRETATION Glossary	Revise definition as follows:  <b><i>Intensification areas</i></b> means lands identified by the Town, the Region or the Province within a <i>settlement area</i> that are to be the focus for accommodating <i>intensification</i> . Intensification areas include <del>urban growth centres</del> , <i>intensification corridors</i> , <i>major transit station areas</i> , and other major opportunities that may include infill, redevelopment, <i>brownfield sites</i> , the expansion or conversion of existing buildings and <i>greyfields</i> .
62	31.5 INTERPRETATION Glossary	Revise definition as follows:  <b><i>Major transit station area</i></b> means the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. <i>Major transit station areas</i> generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, <del>representing about a 10 minute walk</del>
63	31.5 INTERPRETATION Glossary	Revise definition as follows:  <b><i>Municipal comprehensive review</i></b> means a new official plan, or an official plan amendment, initiated by an upper or single tier municipality under section 26 of the <i>Planning Act</i> that comprehensively applies the policies and schedules of the Growth Plan, 2017
64	31.5 INTERPRETATION Glossary	Remove definition in its entirety:  <b><i>Provincial priority transit corridor</i></b> means a corridor identified on Schedule 5 of the Growth Plan, 2017 and designating the CN Rail/Lakeshore GO line in Oakville.
65	31.5	Revise definition as follows:

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	INTERPRETATION Glossary	<i><b>Public service facilities</b></i> means lands, buildings and structures, <u><b>including but not limited to schools, hospitals and community recreation facilities,</b></u> for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health, <u><b>child care</b></u> and educational programs, <u><b>including elementary, secondary, post-secondary, long-term care services,</b></u> and cultural services. <i>Public service facilities</i> do not include <i>infrastructure</i>
66	31.5 INTERPRETATION Glossary	Revise definition as follows:  <i><b>Regional transit priority corridor</b></i> means a thoroughfare identified in Halton Region's Mobility Management Strategy that has or is planned to provide greater levels of transit service connecting people to existing and planned local and regional destinations including <del>urban growth centres,</del> mobility hubs, <i>Employment Areas</i> , <i>major transit station areas</i> and abutting municipal connections. <i>Transit priority corridors</i> provide a focus for <i>transit-supportive development</i> .
67	31.5 INTERPRETATION Glossary	Revise definition as follows:  <i><b>Settlement areas</b></i> means <i>urban areas</i> and rural settlement areas within municipalities (such as cities, towns, villages and hamlets) <u><b>Ontario's settlement areas vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.</b></u>  <u><b>Settlement areas are:</b></u> <del>where:</del>  a) <u><b>built-up areas where</b></u> <i>development</i> is concentrated and which have a mix of land uses; and  b) lands have been designated in an official plan for <i>development</i> over the long-term, <del>planning horizon provided for in the Provincial Policy Statement, 2005.</del> <del>Where there are no lands that</del>

Item No.	Section	Description of Change
		<del>have been designated over the long term, the settlement area may be no larger than the area where development is concentrated.</del>
68	31.5 INTERPRETATION Glossary	<p>Revise definition as follows:</p> <p><b><i>Strategic growth areas</i></b> means within <i>settlement areas</i>, nodes, corridors, and other areas that have been identified by municipalities <del>or the Province</del> to be the focus for accommodating <i>intensification</i> and higher-density mixed uses in a more compact built form.</p> <p><i>Strategic growth areas</i> include <del>urban growth centres, major transit station areas, and other major opportunities</del> <b><u>existing and emerging downtowns, lands in proximity to publicly-assisted post-secondary institutions and other areas where growth or development will be focused,</u></b> that may include infill, redevelopment (<b><u>e.g., underutilized shopping malls and plazas</u></b>), <i>brownfield sites</i>, the expansion or conversion of existing buildings, or <i>greyfields</i>. Lands along major roads, arterials, or other areas with existing or planned <i>frequent transit</i> service or <i>higher order transit</i> corridors may also be identified as <i>strategic growth areas</i>. (<del>Growth Plan, 2017</del>)</p>
69	31.5 INTERPRETATION Glossary	<p>Remove definition in its entirety:</p> <p><del><b><i>Urban growth centre</i></b> means an area identified on Schedule 2 of the <i>Growth Plan</i>, including the area known as Midtown Oakville.</del></p>
70	Miscellaneous	Adjust the policy numbering and policy references throughout the Livable Oakville Plan in accordance with the modifications above.
71	Miscellaneous	Italicize all defined terms within any new text added to the Livable Oakville Plan through the modifications above.

## Schedule Changes

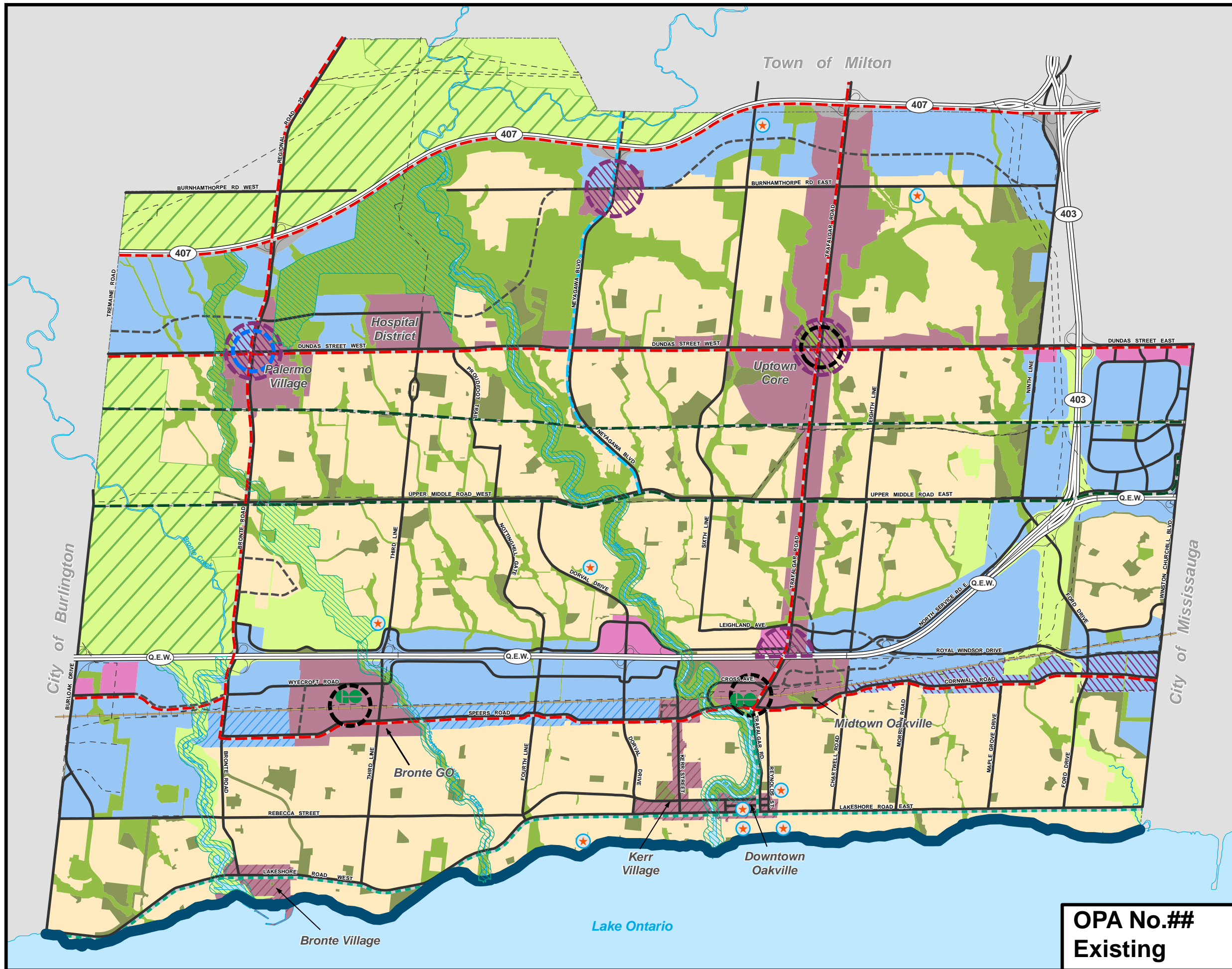
The amendment includes the changes and additions to the schedules to the Livable Oakville Plan listed in the following table, and shown in Attachment 2.

Item No.	Schedule	Description of Change
1.	<b>Schedule A1</b> Urban Structure	Amend Schedule A1 to replace the Provincial Priority Transit Corridor element with Railway Line and add a new Higher Order Transit Corridor element, as shown in Attachment 1.
2.	<b>Schedule A2</b> Built Boundary & Urban Growth Centre	Amend Schedule A2 to rename the title to Provincial Plans, and remove the built boundary and Midtown Oakville Urban Growth Centre elements, as shown in Attachment 1.
3.	<b>Schedule G</b> South East Land Use	Amend Schedule G to remove the built boundary element, as shown in Attachment 1.
4.	<b>Schedule H</b> West Land Use	Amend Schedule H to remove the built boundary element, as shown in Attachment 1.
5.	<b>Schedule I</b> Central Land Use	Amend Schedule I to remove the built boundary element and the exception symbol on the Sheridan College lands, as shown in Attachment 1.
6.	<b>Schedule N</b> Palermo Village Land Use	Amend Schedule N to remove the built boundary element, as shown in Attachment 1.



**ATTACHMENT 1**  
**Changes to Schedules**  
**to the Livable Oakville Plan**





OPA No.##  
Existing

# SCHEDULE A1 URBAN STRUCTURE

## LEGEND<sup>1</sup>

- PARKWAY BELT
- GREENBELT
- GREENBELT - URBAN RIVER VALLEY
- NATURAL HERITAGE SYSTEM
- PARKS, OPEN SPACE & CEMETERIES
- WATERFRONT OPEN SPACE
- NODES AND CORRIDORS
- EMPLOYMENT AREAS
- MAJOR COMMERCIAL AREAS
- RESIDENTIAL AREAS
- MAIN STREET AREA
- EMPLOYMENT MIXED USE CORRIDOR
- REGIONAL TRANSIT NODE
- PROPOSED REGIONAL TRANSIT NODE
- NODES AND CORRIDORS<sup>2</sup> FOR FURTHER STUDY
- MAJOR TRANSPORTATION CORRIDOR<sup>3</sup>
- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- REGIONAL TRANSIT PRIORITY CORRIDOR
- MOBILITY LINK
- MAJOR ACTIVE TRANSPORTATION CONNECTIONS
- SCENIC CORRIDOR
- UTILITY CORRIDOR
- PROVINCIAL PRIORITY TRANSIT CORRIDOR
- MAJOR TRANSIT STATION
- HERITAGE CONSERVATION DISTRICTS/<sup>4</sup> CULTURAL HERITAGE LANDSCAPES

NOTE 1: This Schedule does not represent land use designations

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

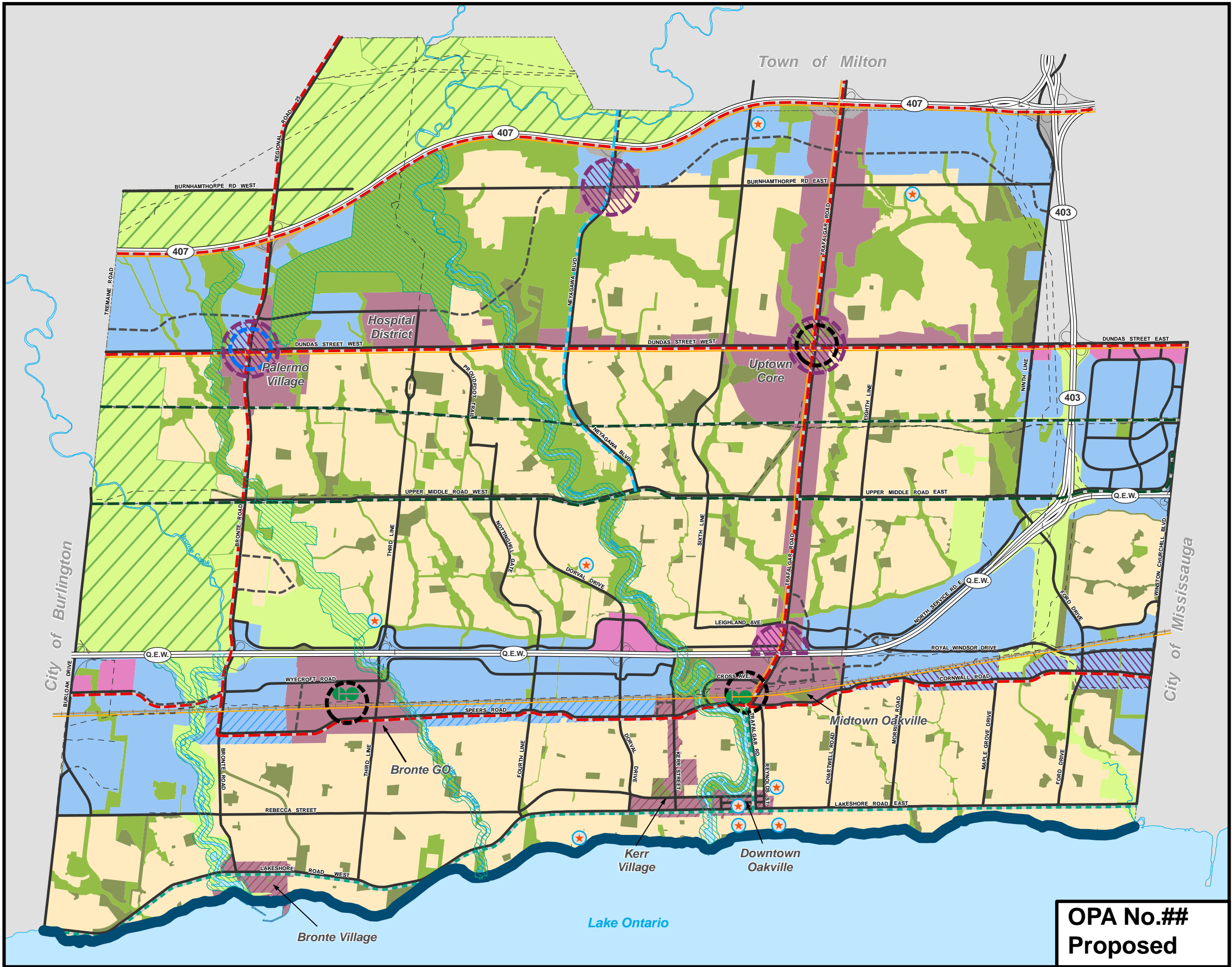
NOTE 3: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycle facilities

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

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April 22, 2025







OPA No.##  
Proposed

# SCHEDULE A1 URBAN STRUCTURE

## LEGEND<sup>1</sup>

- PARKWAY BELT
- GREENBELT
- GREENBELT - URBAN RIVER VALLEY
- NATURAL HERITAGE SYSTEM
- PARKS, OPEN SPACE & CEMETERIES
- WATERFRONT OPEN SPACE
- NODES AND CORRIDORS
- EMPLOYMENT AREAS
- MAJOR COMMERCIAL AREAS
- RESIDENTIAL AREAS
- MAIN STREET AREA
- EMPLOYMENT MIXED USE CORRIDOR
- REGIONAL TRANSIT NODE
- PROPOSED REGIONAL TRANSIT NODE
- NODES AND CORRIDORS<sup>2</sup> FOR FURTHER STUDY
- MAJOR TRANSPORTATION CORRIDOR<sup>3</sup>
- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- REGIONAL TRANSIT PRIORITY CORRIDOR
- MOBILITY LINK
- MAJOR ACTIVE TRANSPORTATION CONNECTIONS
- SCENIC CORRIDOR
- UTILITY CORRIDOR
- RAILWAY LINE
- HIGHER ORDER TRANSIT CORRIDORS
- MAJOR TRANSIT STATION
- HERITAGE CONSERVATION DISTRICTS/<sup>4</sup> CULTURAL HERITAGE LANDSCAPES

NOTE 1: This Schedule does not represent land use designations

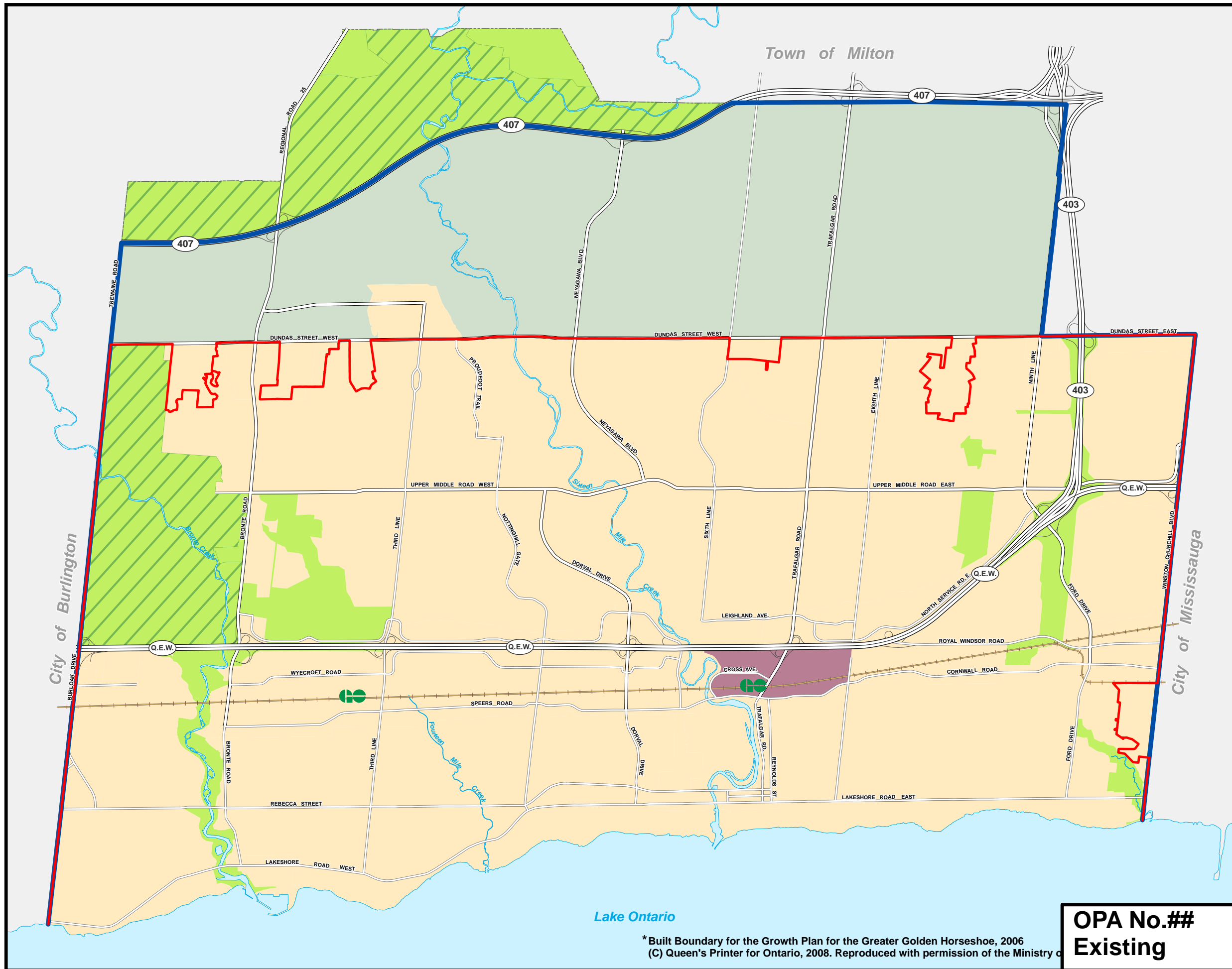
NOTE 2: In addition, the south side of Dundas is recognized as having the potential for intensification subject further study to more precisely delineate the extent of such areas

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

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

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## SCHEDULE A2 BUILT BOUNDARY & URBAN GROWTH CENTRE

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



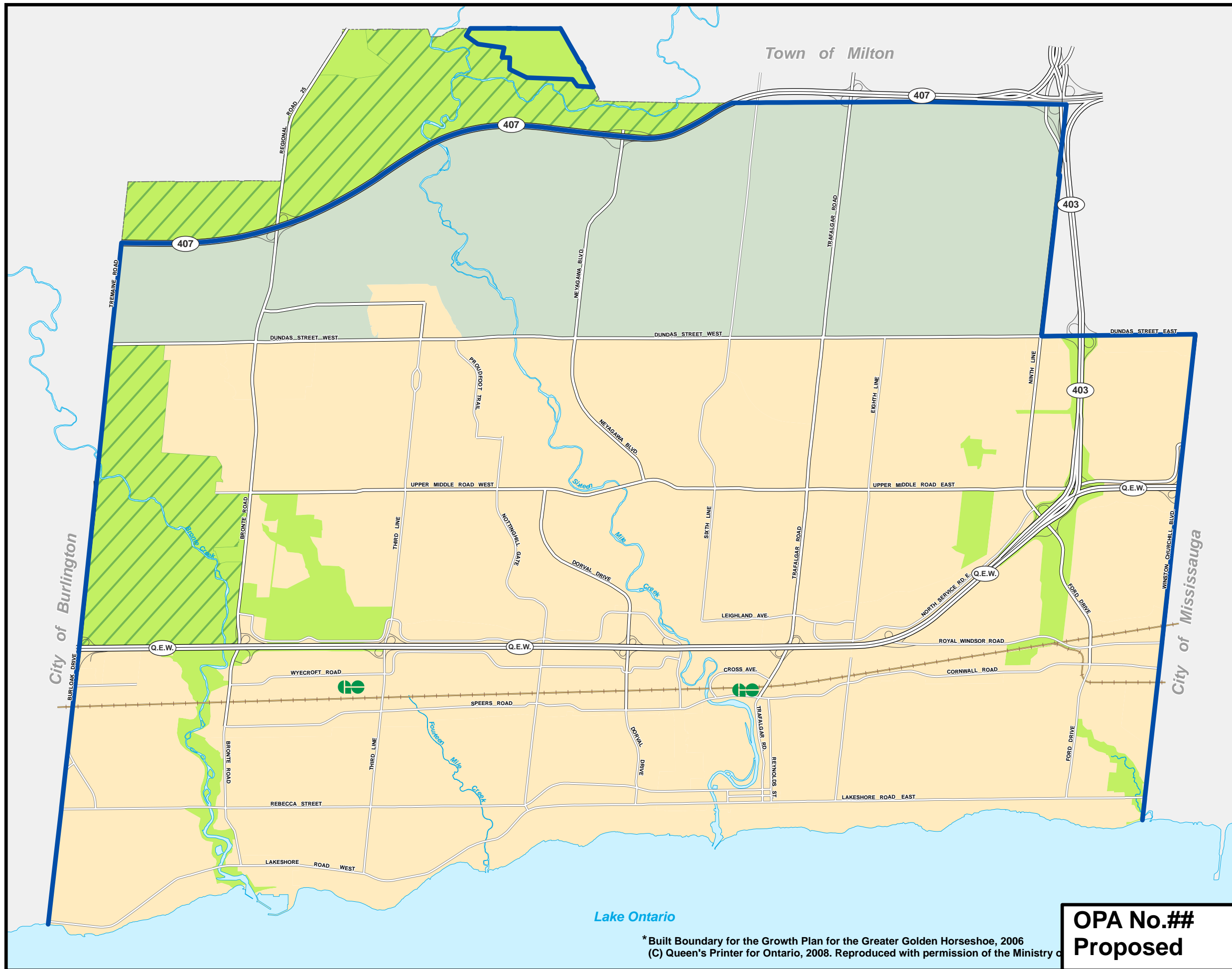
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June 4, 2025

OPA No.##  
Existing

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

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## SCHEDULE A2 PROVINCIAL PLANS

- URBAN AREA
- PARKWAY BELT
- GREENBELT
- LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN
- RAILWAY LINE
- MAJOR TRANSIT STATION

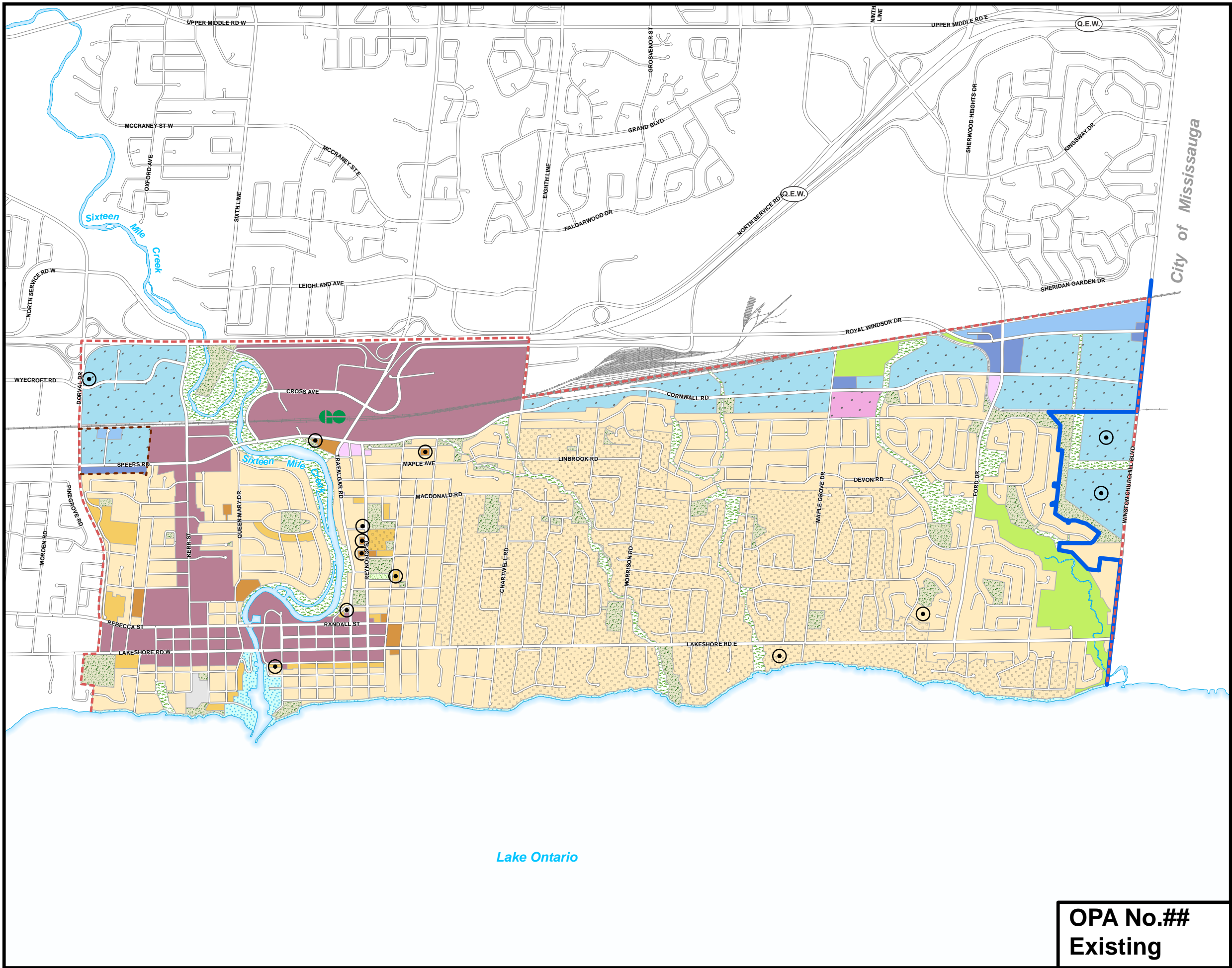


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\* Built Boundary for the Growth Plan for the Greater Golden Horseshoe, 2006  
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**OPA No.##**  
**Existing**

## SCHEDULE G SOUTH EAST LAND USE



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

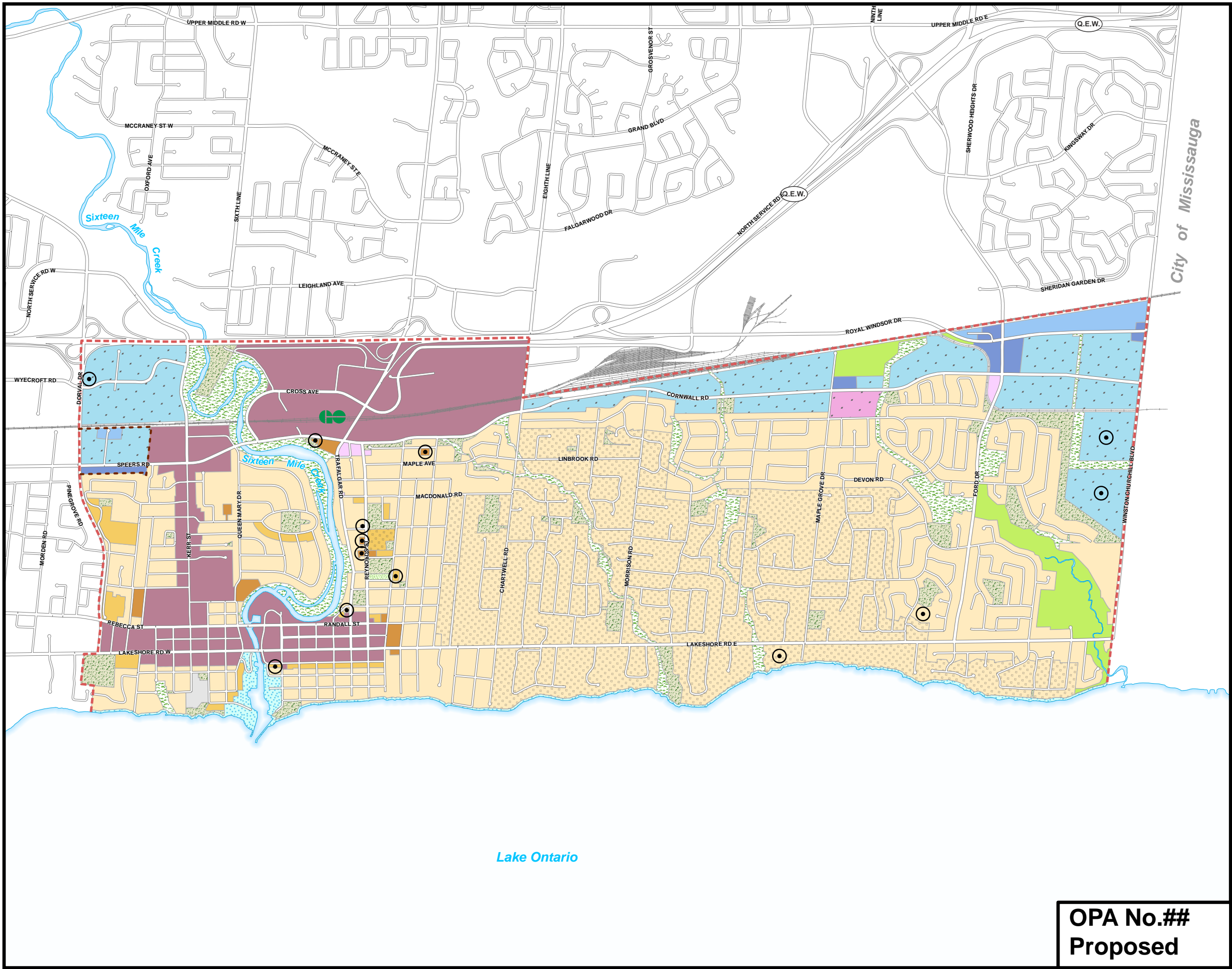
\* Refer to Part E, Growth Area Policies  
○ Refer to Part E, Exceptions



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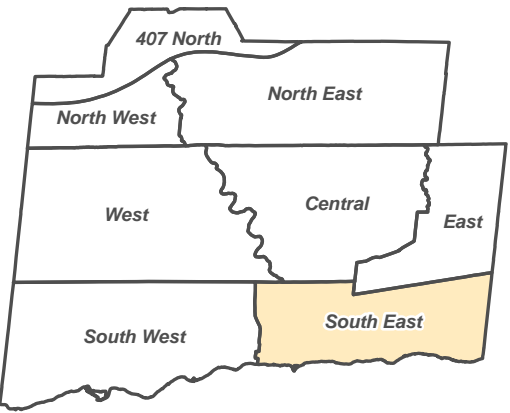
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**OPA No.##**  
**Proposed**

## SCHEDULE G SOUTH EAST LAND USE



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

\* Refer to Part E, Growth Area Policies

⊙ Refer to Part E, Exceptions

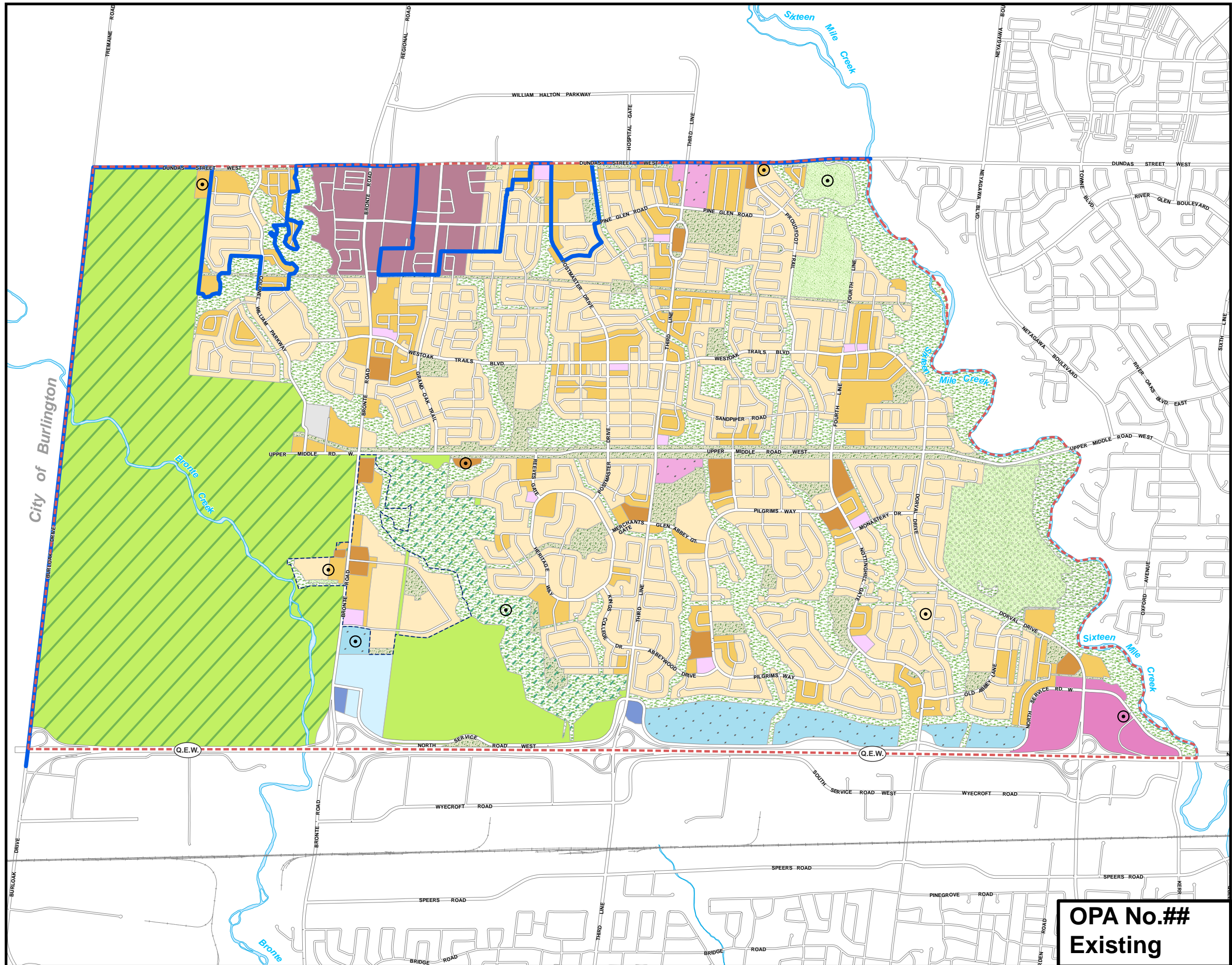


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# SCHEDULE H WEST LAND USE

- BUILT BOUNDARY
- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- CORE COMMERCIAL
- OFFICE EMPLOYMENT
- BUSINESS EMPLOYMENT
- BUSINESS COMMERCIAL
- NATURAL AREA
- PARKWAY BELT
- PARKWAY BELT - OVERLAY
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE
- UTILITY
- GROWTH AREA\*
- GREENBELT\*\*
- SPECIAL POLICY AREA
- RAILWAY

\* Refer to Part E, Growth Area Policies  
\*\* Refer to Part E, Special Policy Areas

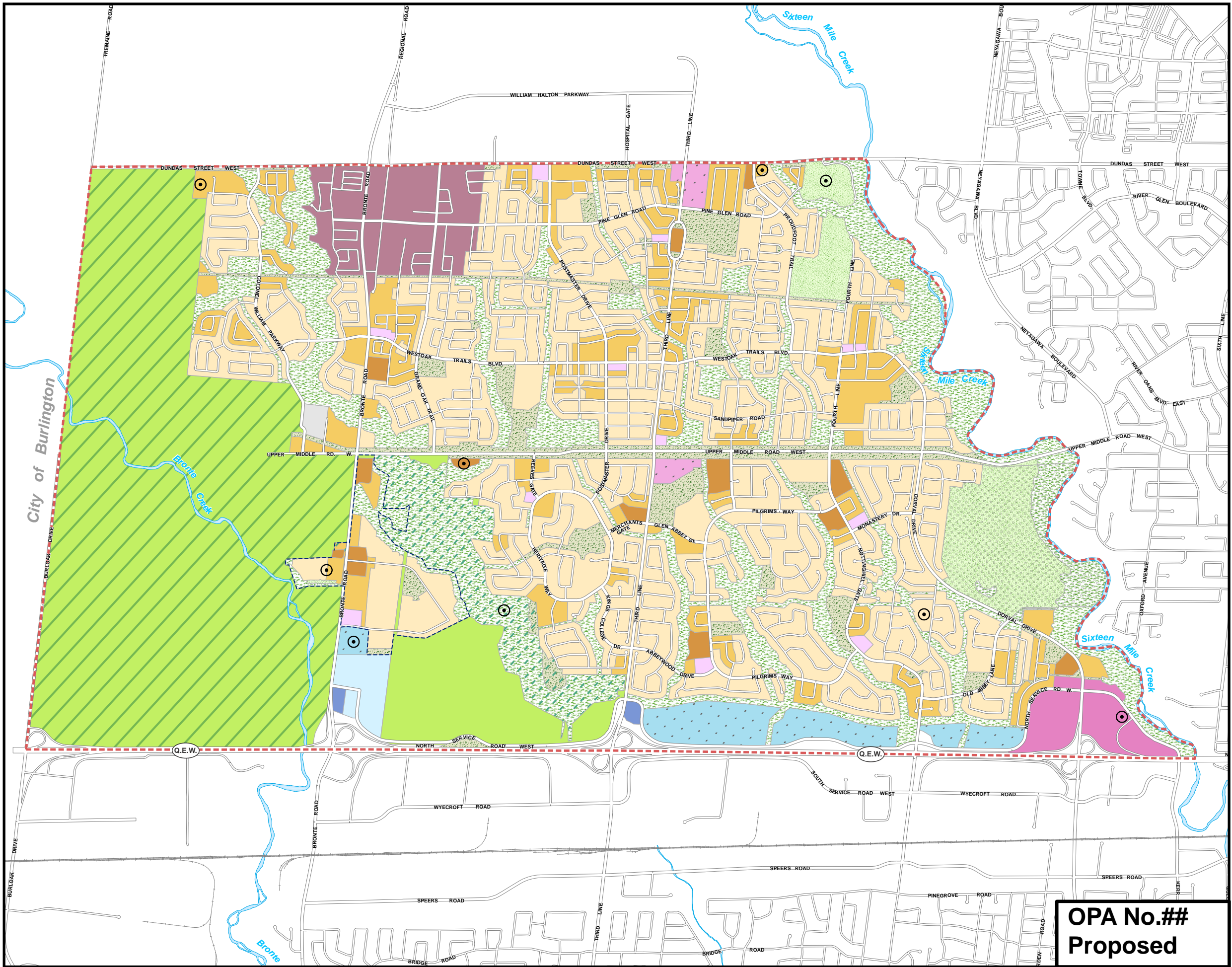
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**OPA No.##**  
**Proposed**

## SCHEDULE H WEST LAND USE



- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- CORE COMMERCIAL
- OFFICE EMPLOYMENT
- BUSINESS EMPLOYMENT
- BUSINESS COMMERCIAL
- NATURAL AREA
- PARKWAY BELT
- PARKWAY BELT - OVERLAY
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE
- UTILITY
- GROWTH AREA\*
- GREENBELT\*\*
- SPECIAL POLICY AREA
- RAILWAY

\* Refer to Part E, Growth Area Policies

\*\* Refer to Part E, Special Policy Areas

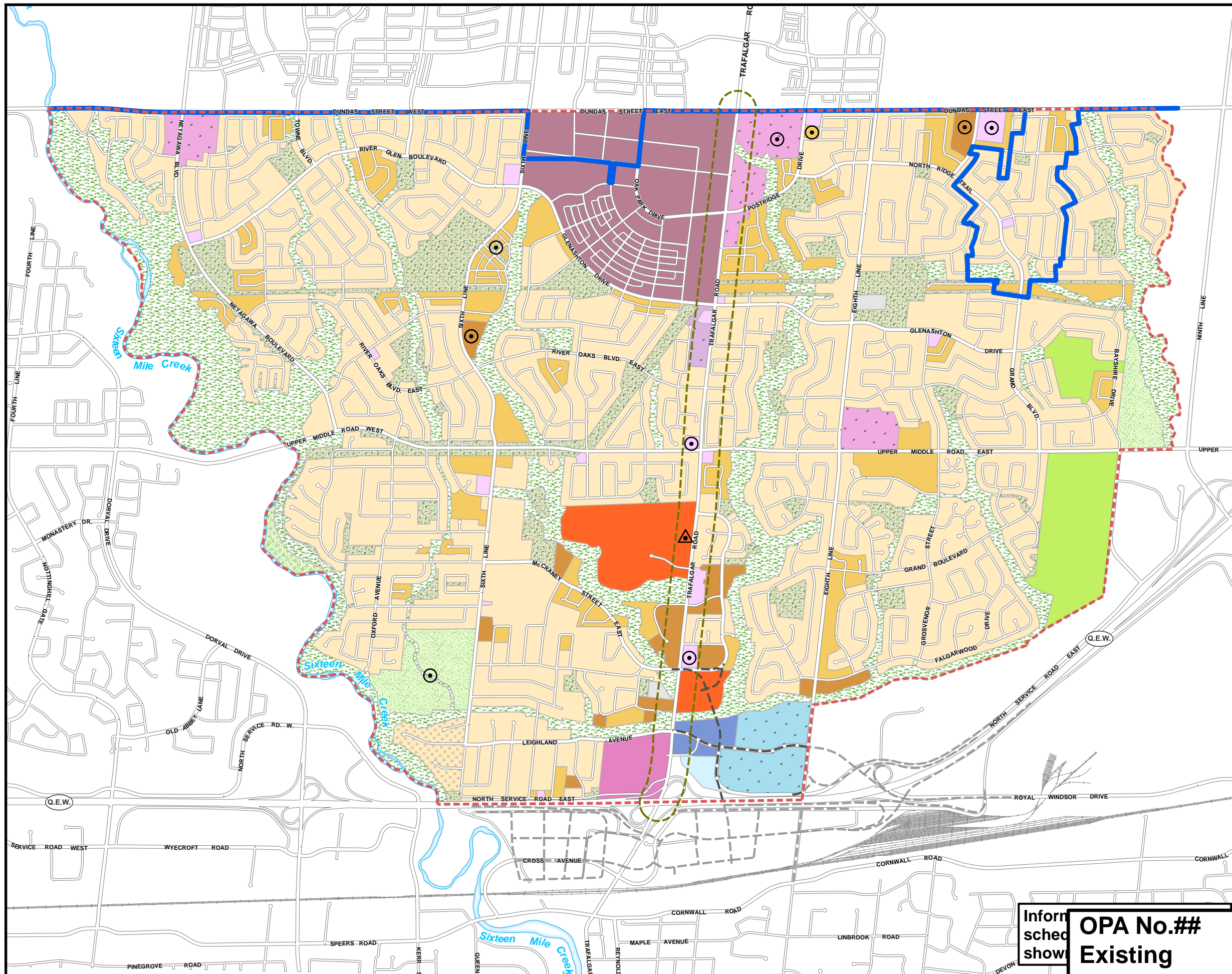
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## SCHEDULE I CENTRAL LAND USE



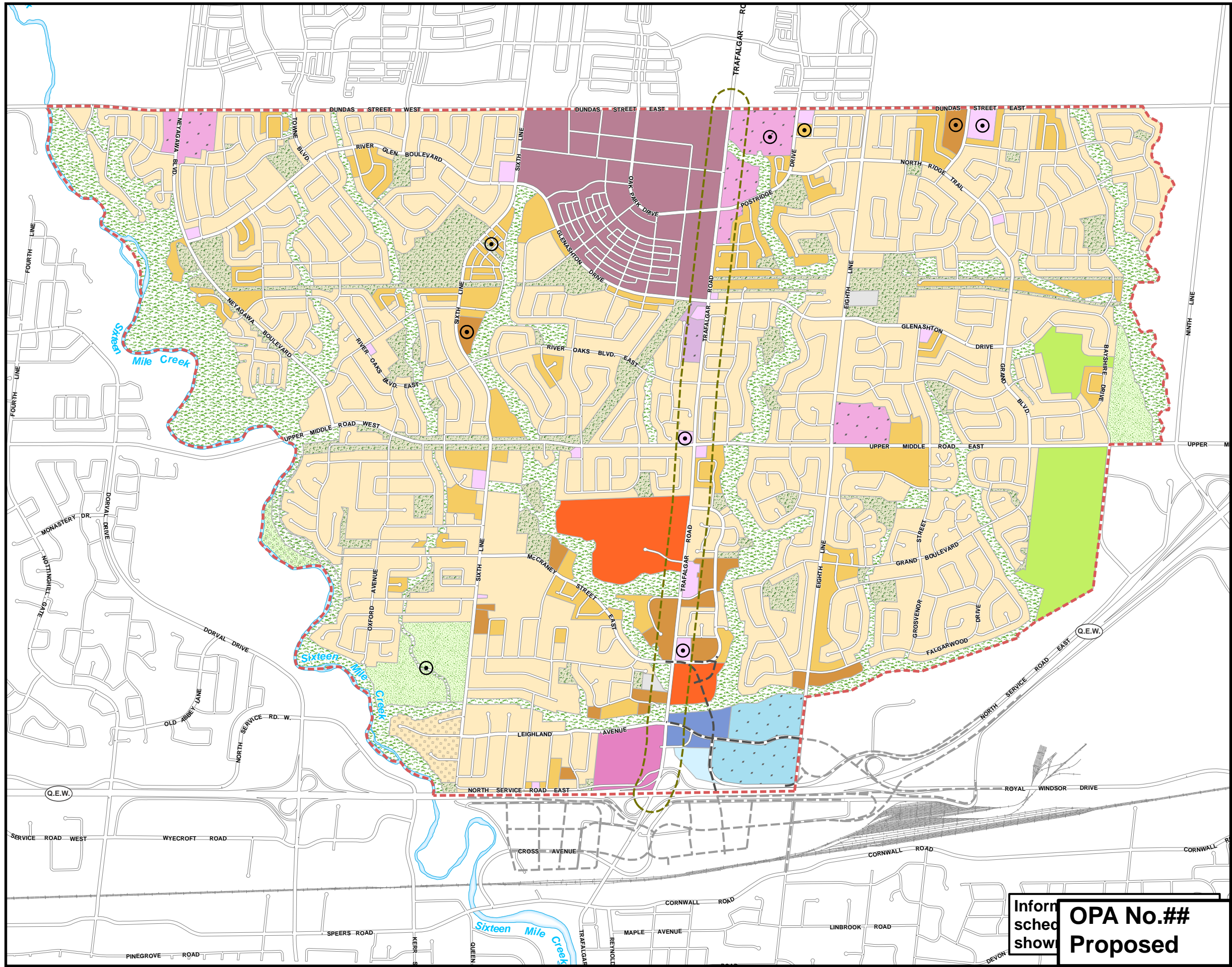
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- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- CORE COMMERCIAL
- MAIN STREET 2
- OFFICE EMPLOYMENT
- BUSINESS EMPLOYMENT
- BUSINESS COMMERCIAL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

\* Refer to Part E, Growth Area Policies  
○ Refer to Part E, Exceptions  
△ Refer to Part E, Trafalgar Road Corridor



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# SCHEDULE I CENTRAL LAND USE



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

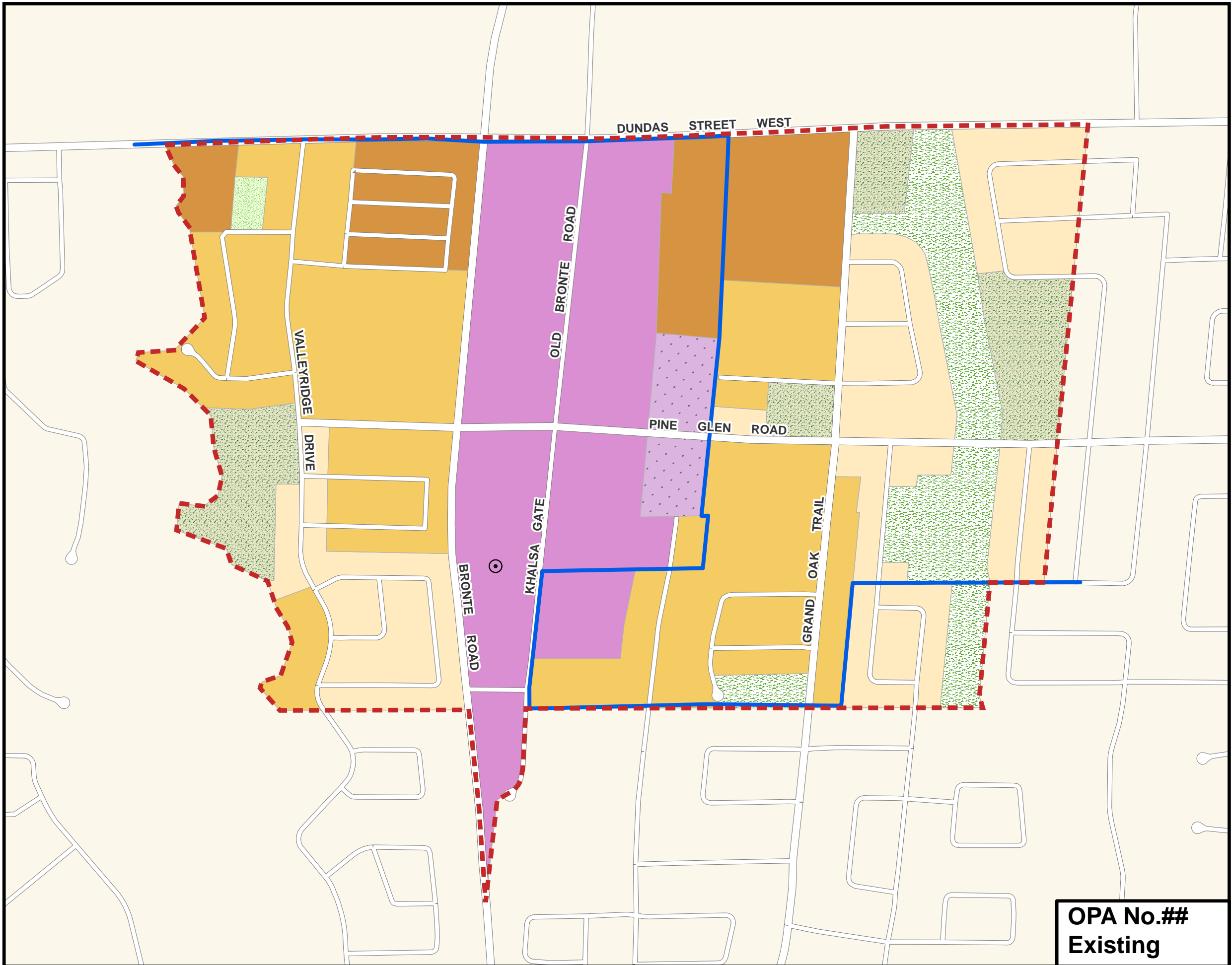
\* Refer to Part E, Growth Area Policies  
○ Refer to Part E, Exceptions



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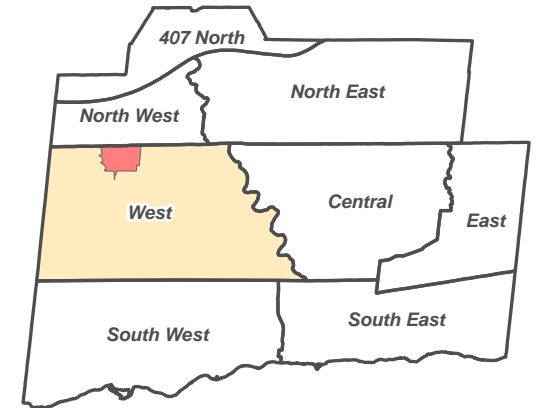
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## SCHEDULE N PALERMO VILLAGE LAND USE



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

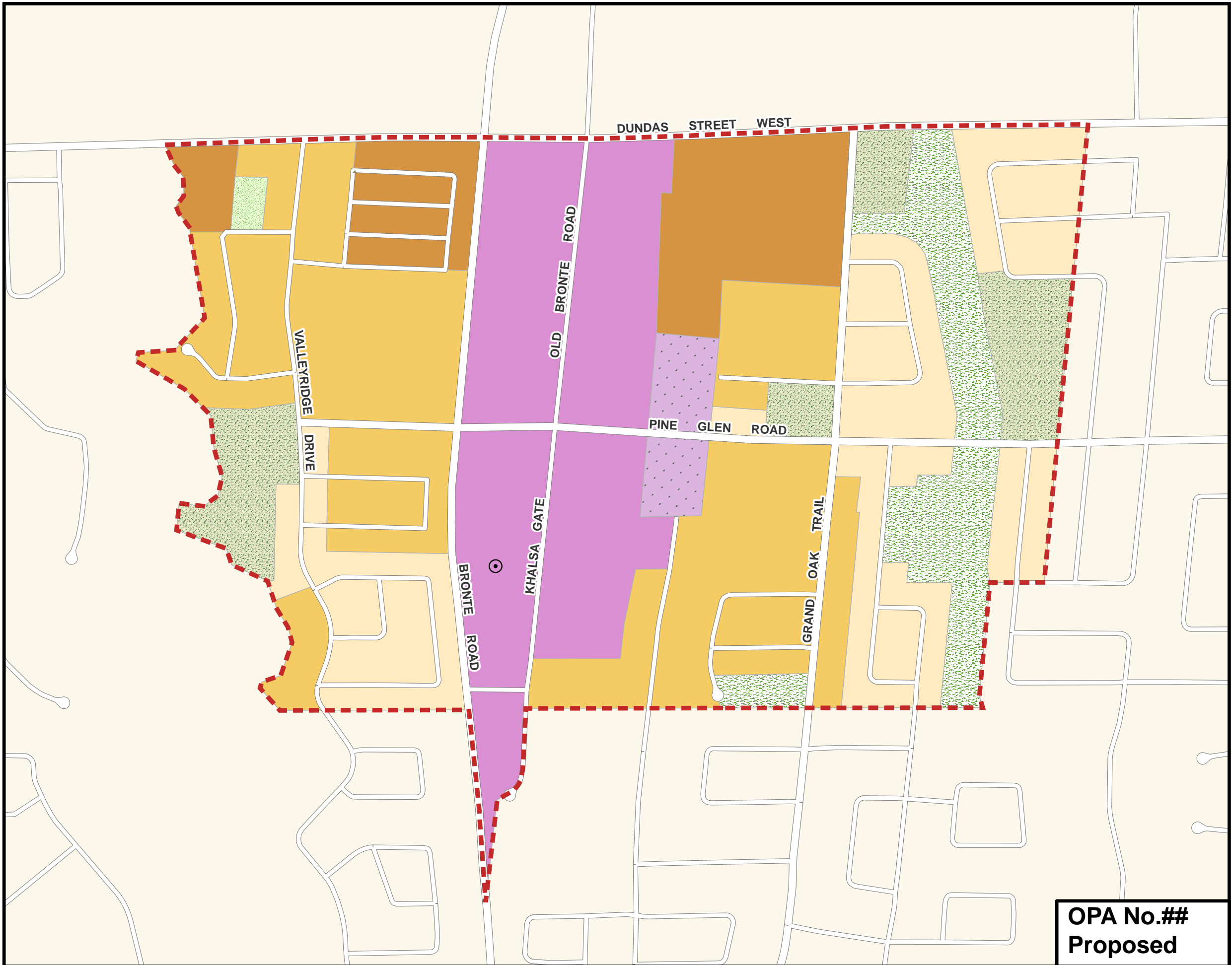
Refer to Part E, Palermo Village, for Growth Area Policies

Refer to Part E, Palermo Village Exceptions



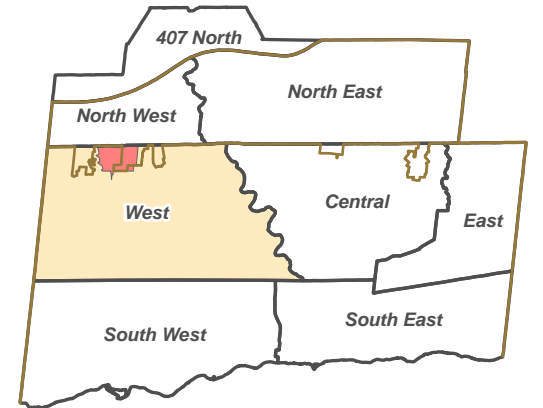
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## SCHEDULE N PALERMO VILLAGE LAND USE



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

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

Refer to Part E, Palermo Village Exceptions



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