



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2026-033

Official Plan Amendment 76

A by-law to adopt an amendment to the Livable Oakville Plan to implement Provincial changes to “area of employment” in the Planning Act and “employment area” in the Provincial Planning Statement, 2024 (File No. 42.15.70)

WHEREAS the Livable Oakville Official Plan, which applies to the lands south of Dundas Street and the lands north of Highway 407, was adopted by Council on June 22, 2009, and approved with modifications by the Ontario Municipal Board on May 10, 2011;

WHEREAS subsection 21(1) of the Planning Act, R.S.O. 1990, c.P.13, as amended, states that a council of a municipality that is within a planning area may initiate an amendment to any official plan that applies to the municipality, and section 17 applies to any such amendment;

WHEREAS the approval authority, under subsection 17(1) of the Planning Act, R.S.O. 1990, c.P.13, as amended, is the Minister of Municipal Affairs and Housing and Ontario Regulation 525/97 outlines conditions for exemption from approval; and,

WHEREAS it is deemed necessary to pass an amendment to the Livable Oakville Plan to address Provincial changes to “area of employment” in the *Planning Act* and “employment area” in the Provincial Planning Statement, 2024.

COUNCIL ENACTS AS FOLLOWS:

1. The attached Amendment 76 to the Livable Oakville Plan, attached as “Appendix A” is hereby adopted.
2. The Clerk is hereby authorized and directed to make an application to the Approval Authority, being the Minister of Municipal Affairs and Housing, for exemption of approval of the aforementioned Official Plan Amendment Number 76, in accordance with Ontario Regulation 525/97.

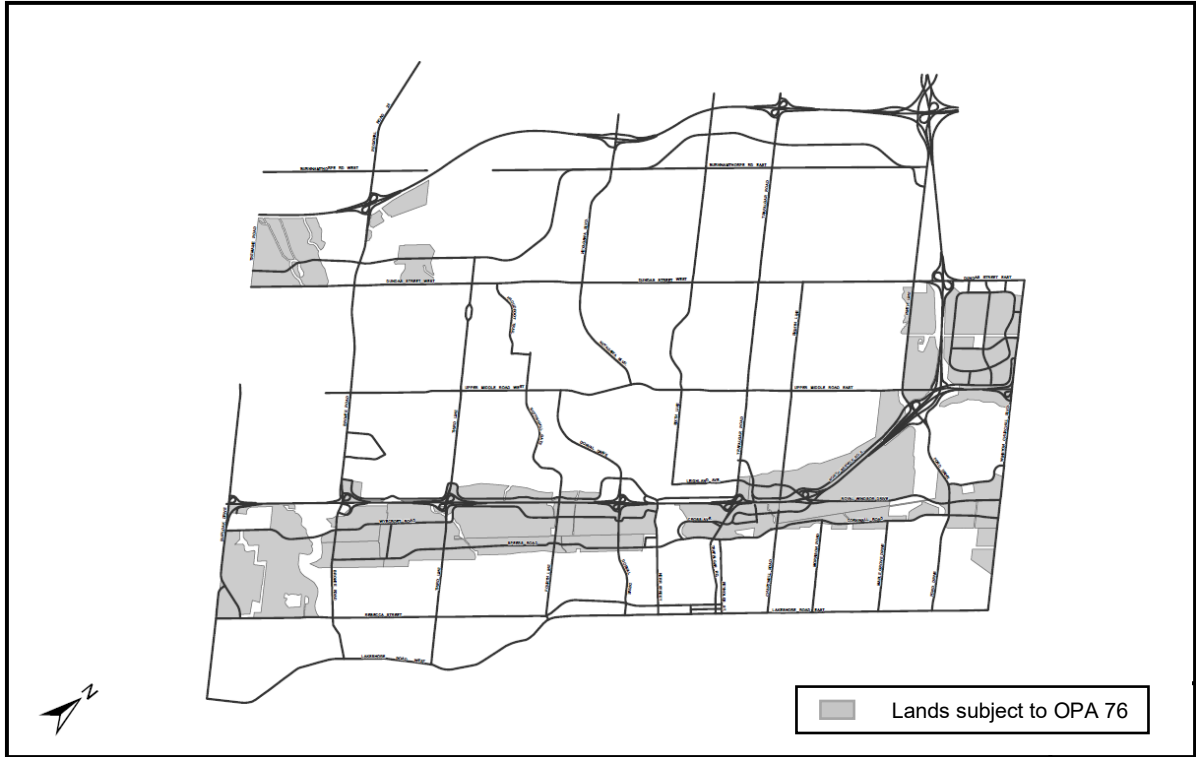
PASSED this 15th day of June, 2026

MAYOR

CLERK

APPENDIX "A" to By-law 2026-033

Lands subject to amendments to the Livable Oakville Plan



APPENDIX “B” to By-law 2026-033

**Official Plan Amendment Number 76
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 Official Plan Amendment Number 76 (OPA 76) to the Livable Oakville Plan.

Part 1 – Preamble**A. Subject Lands**

The proposed amendment applies to lands within the existing “Employment Areas” and “Nodes and Corridors” elements on Schedule A1 Urban Structure of the Livable Oakville Plan.

B. Purpose and Effect

The purpose of the proposed Official Plan Amendment (OPA) is to modify the text and schedules of the Livable Oakville Plan to address provincial legislation that changed the definition of “area of employment” in the *Planning Act* and “employment area” in the Provincial Planning Statement (PPS), 2024.

The effect of the proposed amendment to the Livable Oakville Plan is to:

- a) Update policies and designations for what will now be called Employment Lands (existing “*Employment Areas*”) for consistency with the PPS, 2024. The following two designations will replace the existing Office Employment, Business Employment, Industrial, and Business Commercial designations:
 - i) Core Employment: a designation that implements the definition of “area of employment” in the *Planning Act* and “employment area” in the PPS, 2024, including lawfully established uses; and,
 - ii) Diversified Employment: a designation for lands reclassified from the existing *Employment Areas* that no longer align with the definition of “area of employment” in the *Planning Act* and “employment area” in the PPS, 2024, but are to be maintained as Employment Lands for serving as a buffer between Core Employment and residential designations, and employment generation and support;

- b) Introduce policies to authorize the continuation of business and economic uses that are excluded from the definition for “area of employment” in the *Planning Act* within the Core Employment designation if they were lawfully established prior to October 20, 2024;
- c) Implement policy criteria for the assessment and consideration of future Core Employment removal requests that are consistent with the PPS, 2024 (section 2.8.2.5) to safeguard the contiguity and viability of the Town’s long-term employment base and lands, and to ensure that the removals are appropriate;
- d) Implement policy criteria for the assessment of future Diversified Employment redesignation applications to safeguard the contiguity and viability of the Town’s long-term employment base and lands, and to ensure the redesignations are appropriate;
- e) Add land use compatibility policies specific to the Core Employment designation as per sections 2.8.1.3 and 3.5 of the PPS, 2024, and Provincial guidance, to avoid or mitigate impacts on economic viability and *adverse effects on sensitive land uses*;
- f) Add land use compatibility policies specific to the Diversified Employment designation as per section 3.5 of the PPS, 2024 to avoid or mitigate impacts on economic viability and *adverse effects on sensitive land uses*;
- g) Encourage office and mixed-use development in *strategic growth areas* and *major transit station areas* to support knowledge-based sectors; and,
- h) Promote the intensification and redevelopment of underutilized employment lands to increase employment densities and improve land use efficiency.

C. Background and Basis

- Provincial changes to the definitions of “area of employment” in the *Planning Act* and “employment areas” in the PPS, 2024 came into effect on October 20, 2024. One of the intents of these changes was to prioritize “areas of employment” for industrial employment uses.
- The Town of Oakville’s Official Plans must conform to, or be consistent with, the *Planning Act* and the PPS, 2024, which required a comprehensive Employment Areas Review.

- The Town of Oakville completed the Employment Areas Review in 2025. The completed study report was received and [endorsed](#) by Council on November 3, 2025. Council directed staff to prepare an Official Plan Amendment in accordance with the study report to implement the provincial changes.
- Oakville has a diverse and growing employment base, with employment forecast to grow by approximately 73,700 jobs between 2024 to 2051.
- The nature of work and the structure of lands used for employment purposes are changing. The Town must accommodate employment growth both within and outside of the new Employment Lands to remain economically competitive, be flexible for current and future sectors, and to foster the creation of complete communities.
- It is anticipated that the Town of Oakville will have an employment land deficit of 209 hectares for employment uses by 2051.
- A principle of the study report from the Employment Areas Review, 2025 is that existing *Employment Areas* in the Town be maintained for non-residential, employment-generating and -supporting uses to ensure sustainable economic and employment growth and development certainty.
- The redesignation of appropriate, existing *Employment Area* lands to Diversified Employment follows the directions of the Employment Areas Review, 2025. The Diversified Employment designation will help the Town meet long-term employment growth needs and the intent of the provincial changes to “areas of employment”.
- Land use planning criteria such as contiguity, compatibility, infrastructure access, development potential, and employment function were used to consider lands for redesignation from the existing *Employment Area*. Lands that do not conform with the definition of “area of employment” and that met the study’s criteria were proposed for redesignation to Diversified Employment.

Part 2 – The Amendment

A. Text Changes

The amendment includes the changes to the text of the Livable Oakville Plan as described in the following table. In the “Description of Change” column, text that is bolded and underlined is new text to be inserted into the Livable Oakville Plan, while text that is struck out is to be deleted from the Livable Oakville Plan.

Item No.	Section	Description of Change
1	1.2.7 THE LIVABLE OAKVILLE PLAN Plan Organization	Revise policy as follows: Part D, Land Use Designations and Policies, establishes the land use designations used in the Plan, as described below.

		Table 1: Land Use Designations																																			
		<table border="1"> <thead> <tr> <th>Category</th> <th>Designation</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Residential</td> <td>Low Density Residential</td> </tr> <tr> <td>Medium Density Residential</td> </tr> <tr> <td>High Density Residential</td> </tr> <tr> <td rowspan="4">Mixed Use</td> <td>Main Street 1</td> </tr> <tr> <td>Main Street 2</td> </tr> <tr> <td>Urban Centre</td> </tr> <tr> <td>Urban Core</td> </tr> <tr> <td rowspan="4">Commercial</td> <td>Central Business District</td> </tr> <tr> <td>Core Commercial</td> </tr> <tr> <td>Community Commercial</td> </tr> <tr> <td>Neighbourhood Commercial</td> </tr> <tr> <td rowspan="6">Employment</td> <td>Office Employment</td> </tr> <tr> <td>Business Employment</td> </tr> <tr> <td>Industrial</td> </tr> <tr> <td>Business Commercial</td> </tr> <tr> <td><u>Core Employment</u></td> </tr> <tr> <td><u>Diversified Employment</u></td> </tr> <tr> <td>Institutional</td> <td>Institutional</td> </tr> <tr> <td>Natural Area</td> <td>Natural Area</td> </tr> <tr> <td rowspan="3">Open Space</td> <td>Parks and Open Space</td> </tr> <tr> <td>Waterfront Open Space</td> </tr> <tr> <td>Private Open Space</td> </tr> <tr> <td>Utility</td> <td>Utility</td> </tr> <tr> <td>Parkway Belt West</td> <td>Parkway Belt West</td> </tr> </tbody> </table> <p>Each designation sets out what uses may be permitted and provides the relevant policies.</p>	Category	Designation	Residential	Low Density Residential	Medium Density Residential	High Density Residential	Mixed Use	Main Street 1	Main Street 2	Urban Centre	Urban Core	Commercial	Central Business District	Core Commercial	Community Commercial	Neighbourhood Commercial	Employment	Office Employment	Business Employment	Industrial	Business Commercial	<u>Core Employment</u>	<u>Diversified Employment</u>	Institutional	Institutional	Natural Area	Natural Area	Open Space	Parks and Open Space	Waterfront Open Space	Private Open Space	Utility	Utility	Parkway Belt West	Parkway Belt West
Category	Designation																																				
Residential	Low Density Residential																																				
	Medium Density Residential																																				
	High Density Residential																																				
Mixed Use	Main Street 1																																				
	Main Street 2																																				
	Urban Centre																																				
	Urban Core																																				
Commercial	Central Business District																																				
	Core Commercial																																				
	Community Commercial																																				
	Neighbourhood Commercial																																				
Employment	Office Employment																																				
	Business Employment																																				
	Industrial																																				
	Business Commercial																																				
	<u>Core Employment</u>																																				
	<u>Diversified Employment</u>																																				
Institutional	Institutional																																				
Natural Area	Natural Area																																				
Open Space	Parks and Open Space																																				
	Waterfront Open Space																																				
	Private Open Space																																				
Utility	Utility																																				
Parkway Belt West	Parkway Belt West																																				
2	<p>3.8 URBAN STRUCTURE Employment Areas <u>Lands</u></p>	<p>Revise policy as follows: Employment Areas <u>Lands</u> provide for a mix of employment uses including industrial, manufacturing, warehousing, offices, and associated retail and ancillary facilities, <u>where permitted</u>. <u>Employment Lands are made up of two designations: Core Employment and Diversified Employment.</u> The Employment Areas <u>Lands designated Core Employment</u> are generally located along the Provincial Highways including the QEW, the 403 and the 407. <u>Lands designated Diversified Employment are generally located adjacent to Core Employment, providing a buffer to</u></p>																																			

		<p><u>designations supporting sensitive land uses, and may be outside of contiguous Employment Lands.</u> The Employment Mixed Use Corridor along Speers Road and Cornwall Road is identified for its mix of <u>industrial and non-traditional industrial</u> employment development. An Employment Mixed Use Corridor is an <u>mix of Core Employment Areas and Diversified Employment designations</u> in which a broader range of employment uses may be permitted in order to support the function of the Employment Area <u>Lands</u> as a strategic growth area.</p> <p>It is anticipated that development in the Employment Areas <u>Lands</u> shall continue to reflect an evolving Town-wide macro-economy premised on decreased industrial and manufacturing growth and increased demand in the office sector. Employment Areas <u>Lands</u> shall be planned to accommodate a more compact, transit-supportive and pedestrian-oriented environment, with. <u>Diversified Employment provides for</u> a range of employment-supportive amenities.</p>			
3	<p>3.13 URBAN STRUCTURE Regional Transit Priority Corridors and Mobility Links</p>	<p>Revise policy as follows:</p> <p><i>Regional transit priority corridors and mobility links</i> are identified in a Town-wide grid network that is key to connecting people via transit throughout the region as well as to local destinations including nodes, mobility hubs, <i>major transit station areas</i> and <i>Employment Areas</i> <u>Employment Lands</u>.</p> <p><i>Regional transit priority corridors</i> provide a key focus for <i>transit-supportive development</i>.</p>			
4	<p>4 MANAGING GROWTH AND CHANGE</p>	<p>Revise 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 urban area.</p> <p>This Plan provides a land use planning framework to direct and manage growth to 2051 based on the following population and employment forecasts:</p> <p>Table 2: Town-wide Population and Employment Forecasts</p> <table border="1" data-bbox="560 1801 1417 1854"> <thead> <tr> <th>Year</th> <th>Population</th> <th>Employment</th> </tr> </thead> </table>	Year	Population	Employment
Year	Population	Employment			

		<table border="1" data-bbox="560 193 1421 346"> <tr> <td>2031</td> <td>284,000</td> <td>138,000</td> </tr> <tr> <td>2041</td> <td>342,000</td> <td>168,000</td> </tr> <tr> <td>2051</td> <td>388,000</td> <td>191,000</td> </tr> </table> <p>Note: 1 The forecasts are for the entire Town, including North Oakville.</p> <p>The population and employment growth in the Town is intended to be accommodated through the development of the Nodes and Corridors, Residential Areas, Major Commercial Areas and Employment Areas Employment Lands shown on Schedule A1 Urban Structure.</p> <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>Employment Areas Employment Lands support a diverse economic base, including a range and choice of sites for employment uses to support a wide range of economic activities and ancillary uses. Employment Areas Employment Lands 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>	2031	284,000	138,000	2041	342,000	168,000	2051	388,000	191,000
2031	284,000	138,000									
2041	342,000	168,000									
2051	388,000	191,000									
5	7.1.2 COMMUNITY USES Policies	Revise policy as follows: <ul style="list-style-type: none"> a) The following uses are generally defined as community uses and may be permitted within all land use designations of this Plan with the exception of the Natural Area designation and Employment Lands designation: c) In determining the location for new community uses, the following criteria shall be considered: <ul style="list-style-type: none"> vi) Where permitted in the Employment Areas, community uses shall be of a scale that does not adversely impact the existing and planned employment function of the area. 									

		<p>f) Notwithstanding section 7.1.2 a) i), <i>educational facilities</i> may be permitted in the Office Employment, Business Employment and Business-Commercial Diversified Employment designations within the Employment Area Employment Lands provided they are appropriately designed, buffered and/or separated from other employment uses to prevent <i>adverse effects</i> impacts. <i>Educational facilities</i> are not permitted in the Industrial land use designation within the Core Employment Area designation except training facilities and commercial schools where they are ancillary to an industrial use or where the use was lawfully established.</p> <p>h) Notwithstanding section 7.1.2 a) ii), <i>places of worship</i> may be permitted in the Office Employment, Business Employment, and Business-Commercial designations within the Employment Area Diversified Employment designation provided they are appropriately designed, buffered and/or separated from other employment uses to prevent <i>adverse effects</i> impact. Places of worship are not permitted in the Industrial land use designation within the Core Employment designation except where the use was lawfully established.</p>						
6	<p>8.3 TRANSPORTATION Functional Road Classifications</p>	<p>Revise the following sections of the table as follows and leave the balance of the table intact:</p> <p>Table 4</p> <table border="1" data-bbox="548 1068 1427 1841"> <thead> <tr> <th data-bbox="548 1068 711 1152">Facility Type</th> <th data-bbox="711 1068 1084 1152">Function</th> <th data-bbox="1084 1068 1427 1152">Criteria¹</th> </tr> </thead> <tbody> <tr> <td data-bbox="548 1152 711 1841">Avenue / Transit Corridors</td> <td data-bbox="711 1152 1084 1841"> <ul style="list-style-type: none"> ▪ accommodates intermediate volumes of intra-community traffic ▪ accommodates local transit ▪ connects Urban Centre areas and serves as major internal connectors for Urban Core area ▪ distributes traffic to or from Major and Minor Arterial/Transit Corridors ▪ up to 4 lanes </td> <td data-bbox="1084 1152 1427 1841"> <ul style="list-style-type: none"> ▪ direct access shall be provided except where restricted due to the proximity to specific forms of <i>development</i> or the use of alternative designs ▪ on-street parking shall be provided on both sides, except in employment area Employment Lands where parking is provided on one side and in the Natural Heritage System where no parking shall be provided ▪ <i>transit-supportive</i> land uses to be encouraged along right-of-way ▪ 22-24 metres </td> </tr> </tbody> </table>	Facility Type	Function	Criteria ¹	Avenue / Transit Corridors	<ul style="list-style-type: none"> ▪ accommodates intermediate volumes of intra-community traffic ▪ accommodates local transit ▪ connects Urban Centre areas and serves as major internal connectors for Urban Core area ▪ distributes traffic to or from Major and Minor Arterial/Transit Corridors ▪ up to 4 lanes 	<ul style="list-style-type: none"> ▪ direct access shall be provided except where restricted due to the proximity to specific forms of <i>development</i> or the use of alternative designs ▪ on-street parking shall be provided on both sides, except in employment area Employment Lands where parking is provided on one side and in the Natural Heritage System where no parking shall be provided ▪ <i>transit-supportive</i> land uses to be encouraged along right-of-way ▪ 22-24 metres
Facility Type	Function	Criteria ¹						
Avenue / Transit Corridors	<ul style="list-style-type: none"> ▪ accommodates intermediate volumes of intra-community traffic ▪ accommodates local transit ▪ connects Urban Centre areas and serves as major internal connectors for Urban Core area ▪ distributes traffic to or from Major and Minor Arterial/Transit Corridors ▪ up to 4 lanes 	<ul style="list-style-type: none"> ▪ direct access shall be provided except where restricted due to the proximity to specific forms of <i>development</i> or the use of alternative designs ▪ on-street parking shall be provided on both sides, except in employment area Employment Lands where parking is provided on one side and in the Natural Heritage System where no parking shall be provided ▪ <i>transit-supportive</i> land uses to be encouraged along right-of-way ▪ 22-24 metres 						

		Connector / Transit Corridors	<ul style="list-style-type: none"> ▪ accommodates low volumes of intra-community traffic ▪ accommodates local transit ▪ distributes traffic to or from Major and Minor Arterial/Transit Corridors and Avenue/Transit Corridors ▪ 2 lanes 	<ul style="list-style-type: none"> ▪ direct access shall be provided ▪ on-street parking shall be provided on one side ▪ right-of-way shall be minimized and shall not exceed 19 metres
		Local Roads, North of Dundas Street	<ul style="list-style-type: none"> ▪ provides access to individual properties and serves internal residential neighbourhood, core area or employment district ▪ accommodates local transit service 	<ul style="list-style-type: none"> ▪ direct access from abutting properties will be permitted ▪ 2 travel lanes ▪ on-street parking shall be provided on one side ▪ right-of-way shall be minimized and shall not exceed 17 metres in residential areas, 20 metres in <i>employment areas</i> <u>Employment Lands</u>
7	10.5.2 SUSTAINABILITY Energy Generation	Revise policy as follows: <i>Cogeneration facilities</i> of less than 25MW and other <i>power generation facilities</i> of less than 5MW may be permitted in Midtown Oakville, the Uptown Core, and Palermo Village Growth Areas and on lands designated Office Employment, Business Employment, and Industrial <u>Core Employment and Diversified Employment</u> without amendment to this Plan subject to rezoning and appropriate <i>development</i> standards in the Zoning By-law. <i>District energy</i> and <i>power generation facilities</i> shall be designed in a way to be <i>compatible</i> with the surrounding existing and proposed land uses subject to site specific assessment in accordance with the provision of this Plan.		
8	10.5.6 SUSTAINABILITY Energy Generation	Revise policy as follows: <i>A power generation facility</i> may be an accessory use in an Industrial <u>Core Employment</u> and Institutional designations provided the accessory use shall be on the same lot and is clearly subordinate to and directly related to the functioning of the permitted use, subject to rezoning and appropriate <i>development</i> standards in the Zoning By-law. Accessory <i>power generation facilities</i> shall be designed in a way to be <i>compatible</i> with the		

		surrounding existing and proposed land uses subject to site specific assessment in accordance with the provisions of this Plan.
9	14 EMPLOYMENT	Section 14, Employment of the Livable Oakville Plan is deleted and replaced with the new Section 14 provided in Attachment 1 .
10	*NEW* 19.1.7 PARKWAY BELT WEST General	<p>Insert new policy as follows:</p> <p><u>Any proposed development or land use change within the affected area shall require an Official Plan Amendment and Zoning By-law Amendment. Lands designated as Parkway Belt West that are along a recognized truck route or are contiguous with established Employment Lands are considered to be within the Employment Lands. Applications for a designation other than Core Employment or Diversified Employment must meet the land use compatibility and Employment Land removal policies of this Plan.</u></p>
11	20.3.4 MIDTOWN OAKVILLE Chartwell Precinct <i>(Requested modification to the text of the Livable Oakville Plan as adopted under OPA 70. In the "Description of Change" column, text that is bolded and underlined is new text to be inserted into the OPA 70, while text that is struck out is to be deleted from the OPA 70.)</i>	<p>Revise policy as follows:</p> <p>Chartwell Precinct</p> <p>The Chartwell Precinct provides transition from urban mixed-use development to less intense development and a business campus area.</p> <p>a) This Precinct supports a vibrant live-work community where a high proportion of development contributes to non-residential uses and reflects on the origins of Midtown Oakville as an area of employment.</p> <p>b) The employment only area of this Precinct provides space for a diverse range of employment activities that do not typically locate in mixed-use areas generating and supporting uses. A diverse range of employment opportunities will be provided.</p> <p>This area will be connected to the larger Midtown Oakville area through a network of streets and multi-use trails that provide pedestrian and transit access to and from the transit hub.</p>
12	20.4.1 MIDTOWN OAKVILLE Land Use Policies <i>(Requested modification to the text of the Livable Oakville Plan as adopted under OPA 70. In the "Description of Change" column, text that is bolded and underlined</i>	<p>Revise policy as follows:</p> <p>a) Non-residential uses</p> <p>i. A mix of commercial uses, including large and small-scale retail, service and community-serving uses, is encouraged within the Urban Core, Community Commercial, and Office Employment land use <u>Diversified Employment</u> designated areas <u>designations</u>, and should be located at-grade and designed to complement pedestrian-oriented access and street character.</p>

	<p><i>is new text to be inserted into the OPA 70, while text that is struck out is to be deleted from the OPA 70.)</i></p>	
13	<p>20.4.2 MIDTOWN OAKVILLE Designation Specific <i>(Requested modification to the text of the Livable Oakville Plan as adopted under OPA 70. In the "Description of Change" column, text that is bolded and underlined is new text to be inserted into the OPA 70, while text that is struck out is to be deleted from the OPA 70.)</i></p>	<p>Revise policy as follows:</p> <p>d) Office <u>Diversified</u> Employment</p> <p>In addition to Part D Sub-Section 14.3 of this Plan, <u>on</u> lands designated <u>Office-Diversified</u> Employment, are subject to the following: i. Policy 14.1.1 (a) as amended by OPA 68 does not apply. ii. The following is also permitted: 1. <u>Urban</u> agriculture, in the form of a greenhouse or vertical farming facility, <u>is also permitted.</u></p>
14	<p>23.3.1 KERR VILLAGE Upper Kerr Village District</p>	<p>Revise policy as follows:</p> <p>The Upper Kerr Village District will become a <i>transit-supportive</i> and mixed use area. Higher density forms of <i>development</i> 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 <i>affordable housing</i>. <u>Employment Lands</u> designations adjacent to the District are to remain, and any new <i>development</i> shall incorporate measures to buffer <i>Employment Areas</i> <u>Employment Lands</u> from potentially incompatible uses.</p>
15	<p>27 BRONTE GO MAJOR TRANSIT STATION AREA</p>	<p>Revise policy as follows:</p> <p>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.</p> <p>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 PPS, 2024 requires</p>

		<p>that <i>major transit station areas</i> be planned to achieve a minimum density of 150 residents and jobs combined per hectare.</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 employment areas <u>Employment Lands</u> 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 employment areas <u>Employment Lands</u>, 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>
16	27.3 BRONTE GO MAJOR TRANSIT STATION AREA Development Concept	<p>Revise policy as follows:</p> <p>The Bronte GO major transit station area is comprised of seven districts, including four mixed use districts and three <u>Employment Lands</u> districts, respectively. Each district shall have a distinct character in terms of its context, land use, and built form, in accordance with Schedules S1 through S5, and the following policies.</p>
17	27.3.1 BRONTE GO MAJOR TRANSIT STATION AREA Mixed Use Districts	<p>Revise policy as follows:</p> <p>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</p>

		<p>and commercial uses, where permitted, shall be directed to locations adjacent to Speers Road, the future bus terminal and the Core eEmployment area to the west.</p>
18	27.3.2 BRONTE GO MAJOR TRANSIT STATION AREA Employment Districts	<p>Revise policy as follows:</p> <p>b) Third Line District The Third Line District is an area of highly visible employment areas Employment Lands adjacent to Third Line. The district provides the only north-south road extending beyond the <i>major transit station area</i>, 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 Wycroft Road and Speers Road. Employment and commercial uses in this district will provide a buffer between industrial uses and <i>major facilities</i> 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.</p> <p>The intersections of Wycroft 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.</p> <p>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.</p> <p>c) Eastern District The Eastern District employment area comprises Employment Lands that will support a wide variety of business and economic activities. Over time, the employment area Employment Lands will transition to lighter employment uses, and new <i>major facilities</i> will not be permitted. Adjacent to the south side of Speers Road, service commercial, convenience retail, and other <i>arterial commercial</i> uses where permitted are also envisioned to support the broader employment area Employment Lands and <i>major transit station area</i>.</p> <p><i>Development</i> along Speers Road will support the evolution of the Speers Road Corridor as a <i>strategic growth area</i> and will ensure the function of Speers Road as a <i>Regional transit priority corridor</i></p>

		with active transportation connections is realized. Wallace Road will be improved, and <i>development</i> 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.
19	27.6.6 BRONTE GO MAJOR TRANSIT STATION AREA Parks and Open Space	Revise policy as follows: Active parkland facilities, such as playgrounds, should be avoided in open space areas that are within the buffer area <u>300 metres</u> of an <u>Core Employment or within the minimum separation distance of an existing major facility</u> to maintain land use compatibility.
20	27.7.2 BRONTE GO MAJOR TRANSIT STATION AREA Land Use Policies	Revise policy as follows: The following uses shall not be permitted: a) new automobile sales and automobile relates uses, including automobile service stations, except for lands within the Eastern District, <u>where the use was lawfully established</u> ; b) new <i>major facilities</i> , as determined by applicable Provincial and Regional guidelines; c) new outdoor storage and processing; and, d) new drive-through facilities.
21	27.7.3 BRONTE GO MAJOR TRANSIT STATION AREA Land Use Policies	Revise policy as follows: <i>Major office</i> and major institutional uses shall be permitted in all land use designations, <u>with the exception of lands designated Core Employment unless lawfully established, and</u> 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, <u>with the exception of the north side of Speers Road east of Third Line.</u>
22	27.7.4 BRONTE GO MAJOR TRANSIT STATION AREA Land Use Policies	Revise policy as follows: Public service facilities and community uses are permitted in all land use designations, <u>with the exception of lands designated Core Employment unless lawfully established, and</u> 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.
23	27.7.8	Delete and replace with:

	BRONTE GO MAJOR TRANSIT STATION AREA Land Use Policies	<p><u>Retail, service commercial and arterial commercial uses may be permitted where they face a primary street or secondary street as shown on Schedule S5 on the following land use designations:</u></p> <p>a) <u>Core Employment if the use was lawfully established, or if permitted in conjunction with permitted uses; and,</u></p> <p>b) <u>Diversified Employment.</u></p>
24	28.4 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 Employment Area part of the Town’s Employment Lands, made up of Core Employment and Diversified Employment designations, that has been identified as an eEmployment mMixed uUse eCorridor and a <i>Regional transit priority corridor</i>, as shown on Schedule A1, Urban Structure.</p> <p>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.</p> <p>The corridor is a multi-purpose arterial providing an important east-west linkage across the Town. It connects the Bronte GO <i>Major Transit Station Area</i>, the Kerr Village Growth Area, the Midtown Oakville, and the Employment Area Lands 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. The following policies provide a framework for change within the Speers Road Corridor <i>Special Policy Area</i>.</p>
25	28.4.1 SPEERS ROAD CORRIDOR Goal	<p>Revise policy as follows:</p> <p>The Speers Road Corridor <i>Special Policy Area</i> will support the Town’s urban structure as an <i>intensification corridor</i> and <i>Regional transit priority corridor</i>. These Employment Lands which will be a multi-modal, and <i>transit-supportive, Employment Area</i> where a wide range and mix of business and economic activities can thrive.</p>
26	28.4.2 SPEERS ROAD CORRIDOR	<p>Revise policy as follows:</p>

	Objectives	<p>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 <i>Special Policy Area</i>.</p> <p>a) Recognize the unique context of the Speers Road Corridor <i>Special Policy Area</i> Employment Area as an employment mixed use corridor by:</p> <ul style="list-style-type: none"> i) supporting a diverse range of employment generating and supporting uses which serve to enhance the viability of the surrounding Employment Areas Lands and serve nearby employees; ii) supporting compact employment mixed use development that incorporates employment with appropriate service and <i>arterial commercial</i> uses where permitted; iii) integrating the Speers Road Corridor <i>Special Policy Area</i> Employment Area with adjacent non-eEmployment areas Lands 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. <p>b) Support the role of Speers Road as an <i>intensification corridor</i> by:</p> <ul style="list-style-type: none"> i) fostering conditions to enable <i>intensification</i>, including brownfield redevelopment; ii) increasing employment density permissions above the current condition; iii) promoting a compact and <i>transit-supportive</i> built form; and, iv) encouraging land assembly to support comprehensive redevelopment. <p>c) Support the role of Speers Road as a <i>Regional transit priority corridor</i> by:</p> <ul style="list-style-type: none"> i) ensuring new <i>development</i> and road improvements are designed to be <i>transit-supportive</i>; ii) creating a <i>multi-modal</i> 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 <i>development</i> considers the evolving function of Speers Road over the long-term and protects for future road improvements to enable a <i>multi-modal</i> environment; and, v) emphasizing the importance of the corridor as a key component of the Town and Region-wide transportation network.
27	28.4.3 SPEERS ROAD CORRIDOR	Revise policy as follows:

	<p>Development Concept</p>	<p>The Speers Road Corridor <i>Special Policy Area</i> 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, <i>arterial commercial</i> and motor vehicle related uses, which serve both a local and broad market area. Uses within the Speers Road Corridor <i>Special Policy Area</i> 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.</p> <p>It is the intent of this Plan to enable <i>intensification</i> opportunities, <i>transit-supportive development</i> 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.</p> <ul style="list-style-type: none"> a) Bronte Creek to Bronte GO Major Transit Station Area New <i>development</i> within this district will support the establishment of a node within the Bronte GO <i>Major Transit Station Area</i>. <i>Development</i> will be designed to integrate with and support the node and <i>regional transit priority corridor</i>. b) Bronte GO Major Transit Station Area to Fourth Line District This district will contain a mix of employment uses, including service and <i>arterial commercial</i> uses, where permitted, and is expected to maintain a larger industrial presence on the north side of Speers Road. The area will provide for modest <i>intensification</i> 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 <i>arterial commercial</i> uses, where permitted. 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 <i>intensification</i> opportunities to take advantage of existing broader transportation connections, including transit, and to integrate the Speers Road Corridor <i>Special Policy Area</i> <i>Employment Area</i> with the adjacent Kerr Village Main Street Growth Area to achieve a vibrant, mixed use area.
28	28.4.5	Revise policy as follows:

<p>SPEERS ROAD CORRIDOR Land Use Policies</p>	<p>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>.</p> <ul style="list-style-type: none"> a) <i>Major retail</i> and residential uses shall not be permitted in Employment Areas Lands outside of a delineated <i>major transit station area</i>. b) Where <i>arterial commercial</i> uses are permitted within the Speers Road Corridor Special Policy Area they shall be limited in size. <i>Arterial commercial</i> uses shall be determined in the implementing zoning by-law. c) On lands designated Business Diversified Employment within the Speers Road Corridor <i>Special Policy Area</i> the following additional policies apply: <ul style="list-style-type: none"> i) Indoor sports facilities, places of entertainment, <i>arterial commercial</i> uses, service commercial uses, and accessory retail in conjunction with another permitted employment use may also be permitted. ii) <i>Arterial commercial</i> and service commercial uses, which include retail showrooms, on sites designated Business Diversified Employment shall not exceed the greater of: <ul style="list-style-type: none"> ▪ 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 that were lawfully established 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 Core Employment within the Speers Road Corridor <i>Special Policy Area</i> the following additional policies apply: <ul style="list-style-type: none"> i) Office uses may be permitted be permitted where the use was lawfully established; and, ii) Hotels, public halls, and places of entertainment may also be permitted where the use was lawfully established and subject to the land use compatibility policies of section 14.1.9 of this Plan. e) On the lands designated Business-Commercial Diversified Employment within the Speers Road Corridor <i>Special Policy Area</i> the following additional policies apply: <ul style="list-style-type: none"> i) Light industrial uses such as manufacturing, assembling, processing, fabricating, repairing, warehousing and wholesaling, and <i>arterial commercial</i> uses may be permitted, subject to the land use compatibility policies of this Plan. ii) <i>Arterial commercial</i> uses shall not exceed 2,500 square meters in total floor area.
---	--

		<p>iii) Areas in proximity to intersections shall be the focus for concentrations of retail and service commercial uses.</p>
29	28.5 CORRIDORS	<p>Revise policy as follows:</p> <p>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 <i>Employment Areas</i> Employment Lands 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 <i>intensification</i> due to their location along major transit routes and, in many cases, because they contain numerous vacant or underutilized lands.</p>
30	28.7.1 NORTH WEST AREA Vision	<p>Revise policy as follows:</p> <p>The <i>development</i> of the North West Area as an urban community shall reflect Oakville’s distinct historical roots, with nodal <i>development</i>, prestige industry, and green linkages continuing to define Oakville’s unique landscape.</p> <p>The <i>character</i> and pattern of the community shall be significantly influenced by a planned natural heritage and open space system.</p> <p>Employment-areas Lands in the North West Area will provide a range of employment opportunities including prestige employment and office <i>development</i>. The jobs in the North West Area help to create a <i>complete community</i>.</p>
31	28.7.2 NORTH WEST AREA Objectives	<p>Revise policy as follows:</p> <p>b) To contribute to a complete community by:</p> <ul style="list-style-type: none"> i) providing eEmployment areas Lands that support a range of employment opportunities with access to major freeways, arterial roads and transit systems; ii) providing eEmployment areas Lands 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 eEmployment areas Lands are compatible with surrounding land uses.

32	28.7.3 NORTH WEST AREA Development Concept	Revise policy as follows: The North West Special Policy Area is comprised of two key elements – the Natural Heritage and Open Space System and <i>Employment areas</i> Lands : 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 Lands Employment Areas Lands in the North West Area are lands designated to accommodate the development of predominantly employment generating and supporting uses, including a wide range of industrial and office uses. Limited retail and service commercial uses designed to serve the businesses and employees shall may also be found within the eEmployment areas Lands where permitted.
33	28.7.5 NORTH WEST AREA Land Use Policies – General	Revise policy as follows: 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, and day care centres except in Core eEmployment areas, with the exception of training facilities or commercial schools that are ancillary to a primary industrial use, or uses that were lawfully established , and 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 uses in Core Employment unless lawfully established and institutional or emergency services facilities in hazardous lands; and, v) temporary sales pavilion.
34	28.7.7 NORTH WEST AREA Land Use Policies – Business Employment Lands	Revise policy as follows: 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 Lands in the North West Area.

		<p>a) The following uses may be permitted on lands designated Business Core Employment that do not abut the Hospital District, Palermo Village, Tremaine Road, or Dundas Street, Bronte Road or Highway 407:</p> <p>i) general industrial operations within enclosed buildings including manufacturing, assembling, processing, fabricating, repairing, warehousing, distribution, and wholesaling;</p> <p>ii) office and retail uses associated with uses listed in i);</p> <p>b) <u>Research and development uses related to manufacturing will be permitted on lands abutting Tremaine Road, Palermo Village and Highway 407 to support the development of an innovation corridor;</u></p> <p>c) Motor vehicle related uses may also be permitted on lands designated Business Employment. <u>Uses within lands designated Core Employment that are excluded from the list of permitted uses in subsection a) may be permitted, provided they were lawfully established.</u></p> <p>d) Permitted service commercial uses shall be located at the intersections of Arterials and Avenues <u>in lands designated Diversified Employment.</u></p> <p>e) Building Heights Buildings within the Business Employment <u>Lands</u> designations 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.</p>
35	28.7.9 NORTH WEST AREA Implementation Policies	Revise policy as follows: <p>b) Development of e<u>Employment areas-Lands</u> 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.</p> <p>c) Requirement for an Area Design Plan</p> <p>i) Prior to the development of any sub-area within the e<u>Employment areas-Lands</u>, the Town shall determine the need for an area design plan as part of a complete application.</p> <p>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:</p> <ul style="list-style-type: none"> ▪ 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 e<u>Employment areas-Lands</u>.
36	29.1.7 EXCEPTIONS	Revise policy as follows:

	South West Exceptions – Schedule F	On the lands designated Business-Commercial Diversified Employment 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.
37	29.1.8 EXCEPTIONS South West Exceptions – Schedule F	Revise policy as follows: On the lands designated Business- Diversified 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.
38	29.1.9 EXCEPTIONS South West Exceptions – Schedule F	Revise policy as follows: On the lands designated Business- Diversified 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.
39	29.1.10 EXCEPTIONS South West Exceptions – Schedule F	Revise policy as follows: On the lands designated Business Core Employment and known as 3422 Superior Court, motor vehicle related uses may also be <u>continue to be permitted if they were lawfully established.</u>
40	29.1.11 EXCEPTIONS South West Exceptions – Schedule F	Revise policy as follows: On the lands designated Business Core Employment known as 2231 Wycroft Road, a transportation terminal <u>may also be permitted if the use was lawfully established.</u>
41	29.1.12 EXCEPTIONS South West Exceptions – Schedule F	Revise policy as follows: On the lands designated Industrial Core Employment at the southeast corner of Wycroft Road and Redwood Square, special needs housing limited to an emergency shelter, may also be permitted.
42	29.1.16 EXCEPTIONS	Revise policy as follows:

	South West Exceptions – Schedule F	On lands designated Business Commercial <u>Core Employment</u> , on the south side of Wycroft Road, east of Burloak Drive, warehousing uses will also be permitted.
43	29.2.2 EXCEPTIONS South East Exceptions – Schedule G	Revise policy as follows: On the lands designated Business <u>Core Employment</u> 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.
44	29.2.9 EXCEPTIONS South East Exceptions – Schedule G	Revise policy as follows: A portion of the lands designated Business <u>Core Employment</u> at the northeast corner of Wycroft Road and Dorval Drive may also be used for retail uses as regulated by the implementing zoning.
45	29.5.1 EXCEPTIONS East Exceptions – Schedule J	Revise policy as follows: On the lands designated Business Commercial <u>Core Employment</u> 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.
46	29.5.2 EXCEPTIONS East Exceptions – Schedule J	Revise policy as follows: On the lands designated Business Commercial <u>Diversified Employment</u> 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.
47	29.5.3 EXCEPTIONS East Exceptions – Schedule J	Revise policy as follows: On the lands designated Industrial <u>Core Employment</u> north of Royal Windsor Drive, west of Ford Drive and south and east of the Queen Elizabeth Way, <i>major office</i> and office uses may also be permitted.
48	29.5.4 EXCEPTIONS	Revise policy as follows:

	East Exceptions – Schedule J	<p>On the lands designated Business Commercial <u>Core Employment</u> at the northeast corner of Upper Middle Road and Ninth Line the following shall apply:</p> <ul style="list-style-type: none"> 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.
49	29.6.1 EXCEPTIONS North West Exceptions – Schedule K	<p>On the lands designated Business <u>Diversified</u> Employment on the south side of Highway 407, east of Regional Road 25:</p> <ul style="list-style-type: none"> a) A transportation/transit terminal and road works yard shall be permitted; and, b) Outdoor storage may be permitted provided it is located or screened from visibility from Highway 407 and a future access road to the site, to the satisfaction of the Town.
50	30.1.2 IMPLEMENTATION Official Plan	<p>Delete and replace with:</p> <p><u>An Official Plan Amendment shall be required for the redesignation of Employment Lands designations, subject to the Employment Land removal policies of this Plan.</u></p>
51	30.2.3 IMPLEMENTATION Site-Specific Official Plan Amendments	<p>Revise policy as follows:</p> <p>Submissions must demonstrate that the proposed amendment:</p> <ul style="list-style-type: none"> a) is consistent with the Town’s mission and guiding principles; b) does not undermine the Town’s urban structure in terms of: <ul style="list-style-type: none"> i) directing growth to identified nodes and corridors, and ensuring their timely development in a manner that makes effective and efficient use of existing and planned investment and achieves the planned objectives for these areas, <u>including minimum employment targets;</u> ii) protecting natural heritage systems; iii) protecting waterfront open space, parks and other public open space; iv) conserving cultural heritage resources; and, v) the maintenance of the character of established Residential Areas, <i>Employment Areas</i> <u>Lands</u> and major commercial areas; c) is consistent with Provincial, Regional and Town plans for multi-modal transportation systems, municipal services, infrastructure and public service facilities; d) does not result in adverse fiscal impacts for the Town; e) is an appropriate use for the land; f) is compatible with existing and planned surrounding land uses; g) is not more appropriately considered under a required comprehensive Official Plan review or a municipal comprehensive review; h) does not establish an undesirable precedent if approved;

		i) satisfies all other applicable policies of this Plan.
52	31.1.2 INTERPRETATION General	<p>Revise policy as follows:</p> <p>The Town of Oakville consists of Residential Areas, <i>Employment Areas</i> Employment Lands and Growth Areas as identified on Schedule A1, Urban Structure.</p>
53	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><i><u>Adverse effect: as defined in the Environmental Protection Act, means one or more of:</u></i></p> <ul style="list-style-type: none"> a) <i><u>impairment of the quality of the natural environment for any use that can be made of it;</u></i> b) <i><u>injury or damage to property or plant or animal life;</u></i> c) <i><u>harm or material discomfort to any person;</u></i> d) <i><u>an adverse effect on the health of any person;</u></i> e) <i><u>impairment of the safety of any person;</u></i> f) <i><u>rendering any property or plant or animal life unfit for human use;</u></i> g) <i><u>loss of enjoyment of normal use of property; and</u></i> h) <i><u>interference with normal conduct of business.</u></i>
54	31.5 INTERPRETATION Glossary	<p>Remove definition in its entirety:</p> <p><i>Employment Areas</i> means areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, associated retail and ancillary facilities.</p>
55	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><i><u>Lawfully established means a use that was established in law, as permitted in the Town’s in-effect Zoning By-law, before October 20, 2024 and therefore may continue to be permitted.</u></i></p>
56	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><i><u>Logistics distribution centre means an industrial facility used for, but not limited to, the assembly, storing, sorting, processing and distribution of goods, the management of inventory and the temporary on-site storage and management of commercial motor vehicles or trailers for freight handling.</u></i></p>

57	31.5 INTERPRETATION Glossary	Revise definition as follows: <i>Regional transit priority corridor</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 <i>urban growth centres</i> , mobility hubs, <i>Employment Areas</i> <u>Employment Lands</u> , <i>major transit station areas</i> and abutting municipal connections. <i>Transit priority corridors</i> provide a focus for <i>transit-supportive development</i> .
----	--	---

B. Schedule Changes

1. This Official Plan Amendment includes the modifications to the schedules to the Livable Oakville Plan as shown in **Attachment 2**.

ATTACHMENT 1 to OPA 76 NEW Section 14, Employment

14. EMPLOYMENT

Employment Lands permit a wide range of business and economic activities in two land use designations: Core Employment and Diversified Employment. Employment Lands are intended to provide the major source of employment opportunities in the Town through *compatible* uses in appropriate locations with a variety of form, scale, and intensity of *development*.

The Core Employment designation is primarily for industrial uses and associated and ancillary uses.

The Diversified Employment designation is to provide for a range employment generating and supporting uses such as office, service commercial, retail, institutional and light industrial uses to complement Core Employment uses and support the travelling public.

14.1. General

14.1.1. Employment Lands are defined by this Plan as all lands designated for employment uses under section 14.

14.1.2. It is the policy of the Town to maintain the Town's Employment Lands and to protect lands designated Core Employment.

14.1.3. All of the Town's designated Employment Lands will be needed within and beyond the horizon of this Plan to ensure there is a balanced and *complete community* and to accommodate the growth forecasts set out in **Table 2**.

14.1.4. It is a key policy of this Plan to support a balance of population and employment across the Town to optimize the opportunity for residents to work in Oakville and to contribute to the objectives of a balanced and *complete community*. The Town will monitor the rate of employment growth and the utilization and intensification of Employment Lands to ensure that sufficient land for employment is maintained to meet these objectives.

14.1.5. The Town will encourage the *development* of Employment Lands with *transit-supportive*, compact built form and minimized surface parking areas. All *development* shall be at a scale *compatible* with adjacent *development*. Height and built form shall be regulated through the implementing zoning.

14.1.6. Buffering and landscaping shall be required to ensure visual and physical separation between employment uses and *sensitive land uses*.

14.1.7. *Major retail* and residential uses shall not be permitted in Employment Lands.

14.1.8. The *intensification* of employment uses is encouraged throughout the Town and in particular should be directed to *strategic growth areas* and lands with access to *transit priority corridors* and active transportation routes as identified on Schedule A1, Schedule C and Schedule D.

14.1.9. New *major office* buildings shall primarily be directed to *major transit station areas* and *strategic growth areas* with existing or planned *frequent transit* service. Other locations providing high visibility and access adjacent to highway corridors and *Regional transit priority corridors* may also be considered.

14.2. Core Employment

Lands designated Core Employment are an “area of employment” as defined by the *Planning Act* and an “employment area” as defined by the Provincial Planning Statement (PPS), 2024. These lands will provide primarily industrial and associated uses.

14.2.1. Permitted Uses

- a) Uses permitted within the Core Employment designation may include, subject to applicable zoning and the land use compatibility policies of this Plan :
 - i) Industrial uses such as manufacturing, warehousing, goods movement including transportation terminals, *logistics distribution centres* and wholesaling;
 - ii) Research and development connected with manufacturing;
 - iii) Retail and office uses associated with the uses listed in subsections i) to ii); and,
 - iv) Facilities and uses including but not limited to offices, retail, warehouses and outdoor storage that are ancillary to the uses mentioned in subparagraphs i) to iii).
- b) Uses within Core Employment that are excluded from the list of permitted uses in subsection a) are permitted provided that the use was *lawfully established*.

14.2.2. Ancillary facilities and uses shall be on the same lot, clearly subordinate, and directly related, to the functioning of the permitted use.

14.2.3. The following policies apply to lands 1000 metres outside of lands designated Core Employment to ensure the long-term viability of existing and future employment uses within lands designated Core Employment:

- 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 risks to public health and safety are minimized.
- b) All *development* applications proposing *sensitive land uses* may require the completion of a land use compatibility assessment that may include one or more of the studies required for a complete application listed in Part F.

- 14.2.4. The following policies apply to lands 300 metres outside of lands designated Core Employment:
- a) To protect the operational and economic viability of existing and future *major facilities*, notwithstanding the permitted uses, new *sensitive land uses* may not be permitted within mixed use designations.
 - b) Proposed *development* shall avoid potential impacts to the long-term economic viability of existing or planned employment uses within Core Employment lands in accordance with Provincial guidelines. Proposed *development* shall consider potential future *intensification* of Core Employment lands and shall not preclude the *development* of permitted uses on Core Employment lands.
 - c) Where avoidance is not possible, proposed *development* shall require the completion of a land use compatibility assessment that may include one or more of the studies required for a complete application listed in Part F demonstrating, to the satisfaction of the Town, that:
 - i) Impacts to the long-term economic viability of employment uses, including the potential future *intensification* of employment uses are mitigated;
 - ii) Potential *adverse effects* from odour, noise and other contaminants, and risks to public health and safety are minimized and mitigated;
 - iii) There is an identified need for the proposed use; and,
 - iv) Alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations.
- 14.2.5. The following policies apply to lands designated Core Employment that are within 1000 metres of designations that permit *sensitive land uses*:
- a) *Development* shall avoid, or where avoidance is not possible, minimize and mitigate potential *adverse effects* from odour, noise and other contaminants, and minimize risks to public health and safety.
 - b) Proposed *development* may be required to provide a land use compatibility assessment that may include one or more of the studies required for a complete application listed in Part F to ensure *compatibility* with the surrounding land uses.
- 14.2.6. The following policies apply to lands designated Core Employment within 300 metres of existing and planned residential designations (High Density Residential, Medium Density Residential and Low Density Residential):
- a) New *logistics distribution centres*, large-scale warehouses and any other *major facilities* that meet two or more of the following criteria are not permitted:
 - i) Sound is frequently audible off-property;
 - ii) Dust and/or odour that is persistent and/or intense;
 - iii) Ground-borne vibration can frequently be perceived off property;
 - iv) Outside storage of raw and finished products;
 - v) Large production levels;
 - vi) Open process (outdoor storage of large amounts of wastes or materials for processing);
 - vii) Frequent outputs of major annoyances;
 - viii) High probability of fugitive emissions;
 - ix) Continuous movement of employees and products by heavy trucks and rail cars including at night; and,

- x) Daily or 24-hour shift operations permitted.
 - b) Existing *logistics distribution centres*, large-scale warehouses and any other *major facilities* meeting two or more of the criteria under subsection a) are permitted;
 - c) Expansions to existing *logistics distribution centres*, large-scale warehouses and any other *major facilities* meeting two or more of the criteria under subsection a) shall avoid potential *adverse effects* from odour, noise and other contaminants, and minimize risks to public health and safety; and,
 - d) Where avoidance is not possible, proposed *development* shall require the completion of a land use compatibility assessment that may include one or more of the studies required for a complete application listed in Part F demonstrating, to the satisfaction of the Town, that:
 - i) The expansion is appropriate; and,
 - ii) The location and design can minimize and mitigate potential *adverse effects* from odour, noise and other contaminants, and minimize risks to public health and safety.
- 14.2.7. Where a land use compatibility assessment demonstrates that source (*major facility*) and/or site receptor (*sensitive land use*) mitigation actions are required, the mitigation measures shall be at the expense of the applicant.
- 14.2.8. *Major facilities* shall be limited to well screened, highly accessible locations. Other Core Employment uses shall occur primarily within enclosed buildings.
- 14.2.9. Outdoor Storage Uses
- a) Outdoor storage uses may be permitted by the implementing zoning.
 - b) Notwithstanding subsection a), outdoor storage uses shall not be permitted on lands designated Core Employment that abut residential uses.
 - c) Outdoor storage and display areas should not be visible from lands designated residential or open space, or from major collector and arterial roads.
- 14.2.10. Core Employment lands with predominantly industrial uses may include direct access to a transportation terminal and railway spur line.
- 14.2.11. Removal of Core Employment Lands
- To support and protect the local attributes of the Town's employment areas, in addition to the removal criteria for employment areas in the PPS, 2024, the removal of Core Employment lands through redesignation shall only be permitted through an Official Plan Amendment where it has been demonstrated to the satisfaction of the Town, that:
- a) The lands are located on the outside of an assembly of Core Employment lands and will not result in the fracturing of the contiguity of the Core Employment designation;
 - b) The lands offer limited market supply potential for Core Employment *development* due to factors including but not limited to parcel size, connectivity, configuration, access, physical conditions, land use compatibility, economic viability, servicing constraints, and/or local municipal interests;

- c) The lands are not located in proximity to major goods movement facilities and/or corridors, including truck routes identified in the Town's Transportation Master Plan; and,
- d) The request for removal demonstrates that the employment function and total job yield of the lands can be maintained or improved and support flexibility for non-industrial uses.
- e) The removal of the lands would not compromise the overall long term supply of lands for Core Employment uses to ensure the maintenance of a distribution of Core Employment lands throughout the Town.

14.3. Diversified Employment

The intent of the Diversified Employment designation is to provide for a wide range of employment uses in a transit-supportive and pedestrian-oriented environment that:

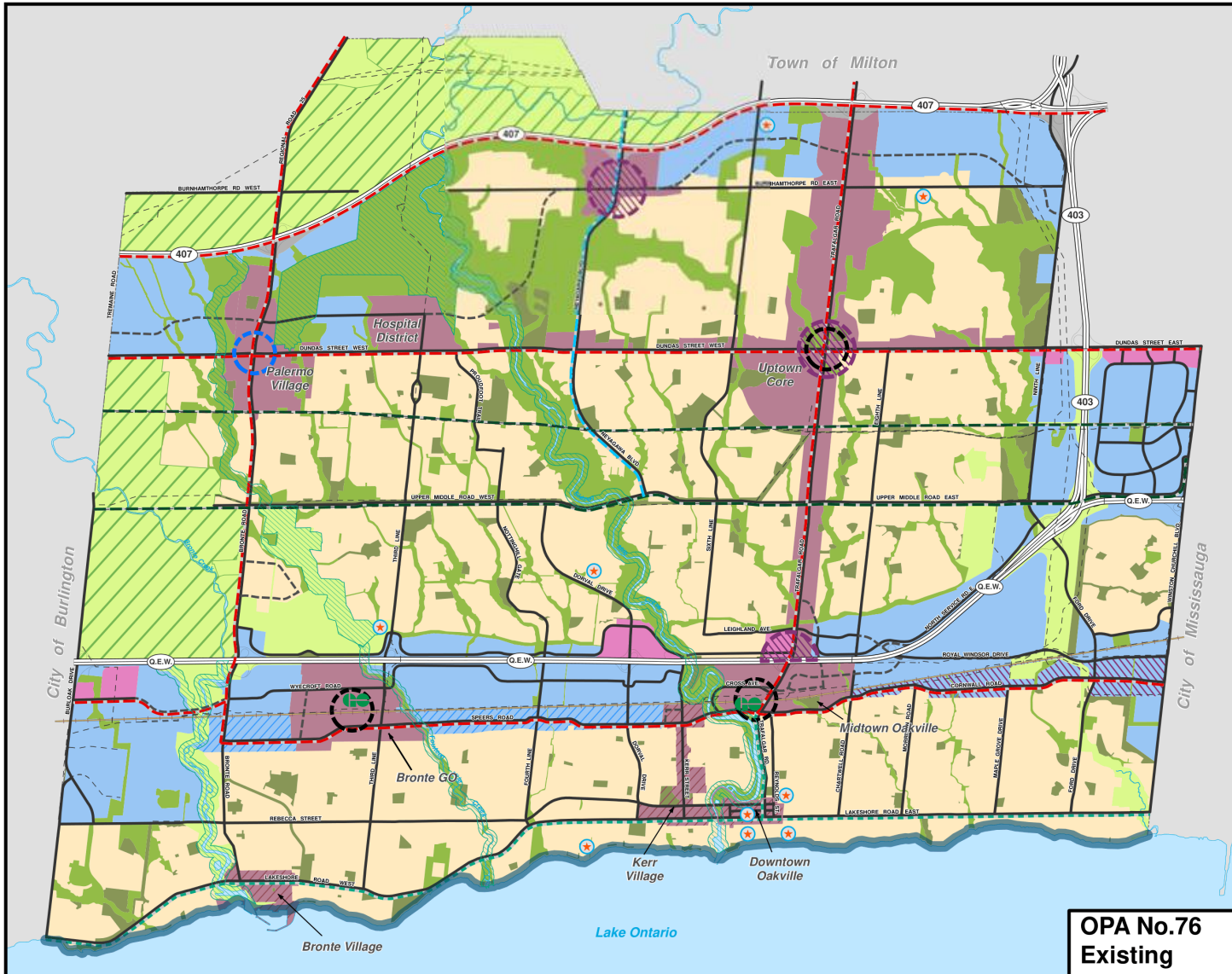
- a) Generate employment;
- b) Support Core Employment uses;
- c) Contribute to the long-term supply of *Employment Lands*; and,
- d) Provide for an interface and buffer between the more intensive concentration of industrial uses in lands designated Core Employment, and adjacent residential designations.

14.3.1. Permitted Uses

- a) Uses permitted within the Diversified Employment designation may include:
 - i) *Major offices* and offices;
 - ii) Hotels and public halls along arterial roads;
 - iii) Light industrial uses such as light manufacturing, wholesaling and small-scale warehousing if it is demonstrated that the use will be *compatible* with nearby *sensitive land uses*;
 - iv) Training facilities and commercial schools;
 - v) Indoor sports facilities; and,
 - vi) Retail and service commercial uses, excluding *major retail*.
- b) New *major office* is encouraged at locations providing high visibility and excellent accessibility adjacent to highway corridors and *Regional transit priority corridors*, and in *strategic growth areas*.
- c) Retail and service commercial uses on sites designated Diversified Employment shall not exceed a maximum of approximately 2,500 square metres in total floor area.
- d) Motor vehicle-related uses may be permitted on the lands designated Diversified Employment in the following areas:
 - i) between Fourteen Mile Creek and Kerr Street, south of the QEW;
 - ii) on North Service Road West, between Third Line and McCraney Creek; and,
 - iii) between Iroquois Shore Road and North Service Road, west of Eighth Line;
- e) Existing motor vehicle related uses are permitted on the lands designated Diversified Employment south of Speers Road and west of Third Line; and,
- f) Drive-through facilities shall be considered service commercial uses and may be permitted where service commercial uses are permitted within Diversified Employment unless otherwise not permitted by specific policies of this Plan.

- 14.3.2. Ancillary facilities including but not limited to offices and warehouses may be permitted in conjunction with permitted light industrial uses.
- 14.3.3. Ancillary retail facilities shall be on the same lot and shall demonstrate that they are clearly subordinate, and directly related, to the functioning of the permitted use.
- 14.3.4. Where new light industrial uses, or expansion of existing industrial uses, are proposed in lands designated Diversified Employment, a land use compatibility assessment may be required as part of a complete application to ensure the proposed facility or expansion will not impact the achievement of this Plan.
- 14.3.5. Outdoor Storage Uses
- a) Outdoor storage uses shall be restricted through the implementing zoning.
 - b) Notwithstanding subsection a), outdoor storage uses shall not be permitted on lands designated Diversified Employment that abut residential uses.
- 14.3.6. Redesignation of Diversified Employment Lands
- To ensure that the intent of the Diversified Employment designation is fulfilled, the redesignation of lands designated Diversified Employment shall only be permitted through an Official Plan Amendment where it has been demonstrated to the satisfaction of the Town that:
- a) The proposal demonstrates that the employment function and total job yield of the lands can be maintained or improved and support flexibility for non-industrial uses;
 - b) The long-term employment needs of the Town have been considered across a broad range of industrial-type and employment-supportive uses within commercial and institutional sectors;
 - c) The proposed uses will not impede direct access to major goods movement facilities and/or corridors, including in adjacent Core Employment lands and truck routes identified in the Town's Transportation Master Plan;
 - d) The proposed uses will not adversely affect the overall economic viability of the Town's total *Employment Lands*;
 - e) The lands are located on the outside of an assembly of *Employment Lands* and are not abutting lands designated Core Employment;
 - f) The lands offer limited market supply potential for a permitted use in the Diversified Employment designation;
 - g) The Town has sufficient *Employment Lands* to accommodate projected employment growth to and beyond the horizon of the approved Official Plan;
 - h) The proposed redesignation will not introduce new *sensitive land uses* within 300 metres of lands designated Core Employment; and,
 - i) There is a demonstrated need for the proposed use.

ATTACHMENT 2 to OPA 76
Changes to Schedules
to the Livable Oakville Plan



SCHEDULE A1 URBAN STRUCTURE

LEGEND¹

- PARKWAY BELT
- GREENBELT
- GREENBELT - URBAN RIVER VALLEY
- NATURAL HERITAGE SYSTEM
- PARKS, OPEN SPACE & CEMETERIES
- WATERFRONT OPEN SPACE
- NODES AND CORRIDORS
- EMPLOYMENT AREAS
- MAJOR COMMERCIAL AREAS
- RESIDENTIAL AREAS
- MAIN STREET AREA
- EMPLOYMENT MIXED USE CORRIDOR
- REGIONAL TRANSIT NODE
- PROPOSED REGIONAL TRANSIT NODE
- NODES AND CORRIDORS² FOR FURTHER STUDY
- MAJOR TRANSPORTATION CORRIDOR³
- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- REGIONAL TRANSIT PRIORITY CORRIDOR
- MOBILITY LINK
- MAJOR ACTIVE TRANSPORTATION CONNECTIONS
- SCENIC CORRIDOR
- UTILITY CORRIDOR
- PROVINCIAL PRIORITY TRANSIT CORRIDOR
- MAJOR TRANSIT STATION
- HERITAGE CONSERVATION DISTRICTS⁴ / 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

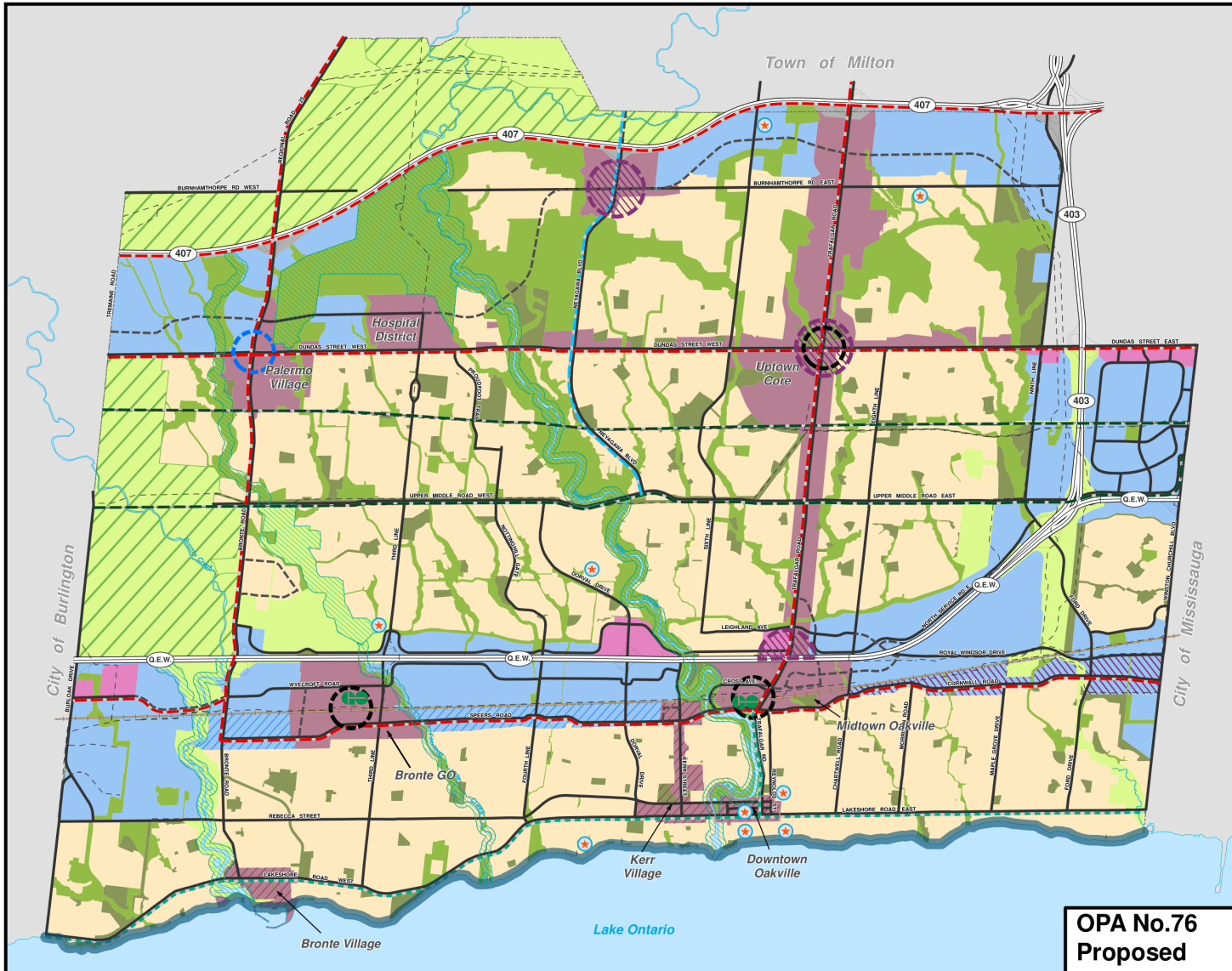
NOTE 3: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycle facilities

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

1:50,000
July 16, 2025

S:\DEPARTMENT\PLANNING\GIS DATA DEVELOPMENT\OFFICIAL PLAN\OP2024\LIVABLE OAKVILLE ARCS\GIS PROJ\SCHEDULE A1

(As amended by adopted OPA 45, currently under appeal.)



**OPA No.76
Proposed**

SCHEDULE A1 URBAN STRUCTURE

LEGEND¹

- PARKWAY BELT
- GREENBELT
- GREENBELT - URBAN RIVER VALLEY
- NATURAL HERITAGE SYSTEM
- PARKS, OPEN SPACE & CEMETERIES
- WATERFRONT OPEN SPACE
- NODES AND CORRIDORS
- EMPLOYMENT LANDS
- MAJOR COMMERCIAL AREAS
- RESIDENTIAL AREAS
- MAIN STREET AREA
- EMPLOYMENT MIXED USE CORRIDOR
- REGIONAL TRANSIT NODE
- PROPOSED REGIONAL TRANSIT NODE
- NODES AND CORRIDORS² FOR FURTHER STUDY
- MAJOR TRANSPORTATION CORRIDOR³
- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- REGIONAL TRANSIT PRIORITY CORRIDOR
- MOBILITY LINK
- MAJOR ACTIVE TRANSPORTATION CONNECTIONS
- SCENIC CORRIDOR
- UTILITY CORRIDOR
- PROVINCIAL PRIORITY TRANSIT CORRIDOR
- MAJOR TRANSIT STATION
- HERITAGE CONSERVATION DISTRICTS⁴ / CULTURAL HERITAGE LANDSCAPES

NOTE 1: This Schedule does not represent land use designations

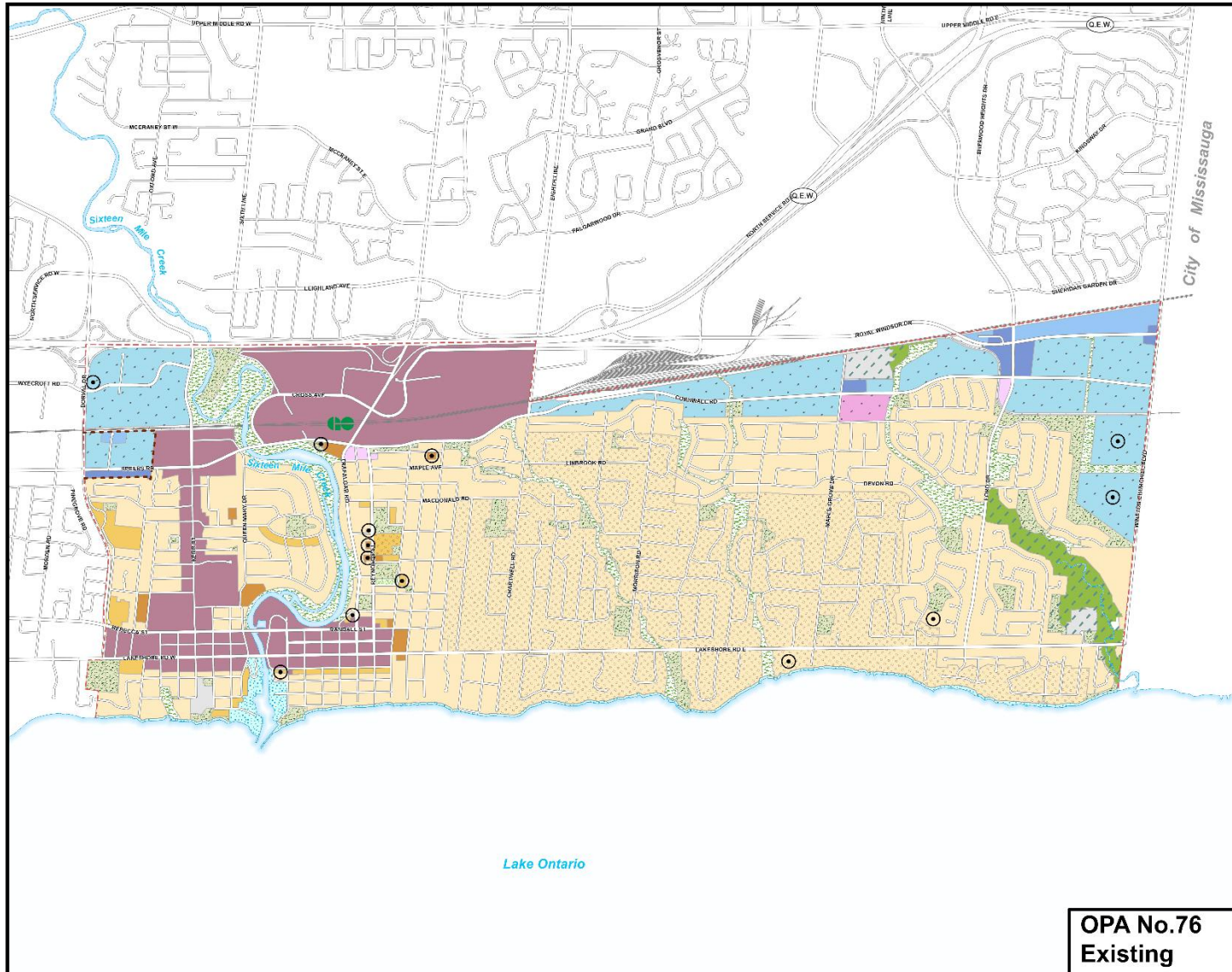
NOTE 2: In addition, the south side of Dundas is recognized as having the potential for intensification subject further study to more precisely delineate the extent of such areas

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

1:50,000
July 16, 2025

S:\DEPARTMENT\PLANNING\GIS DATA DEVELOPMENT\OFFICIAL PLAN\OP2024\LIVABLE OAKVILLE ARCS\GIS PROJ\SCHEDULE A1



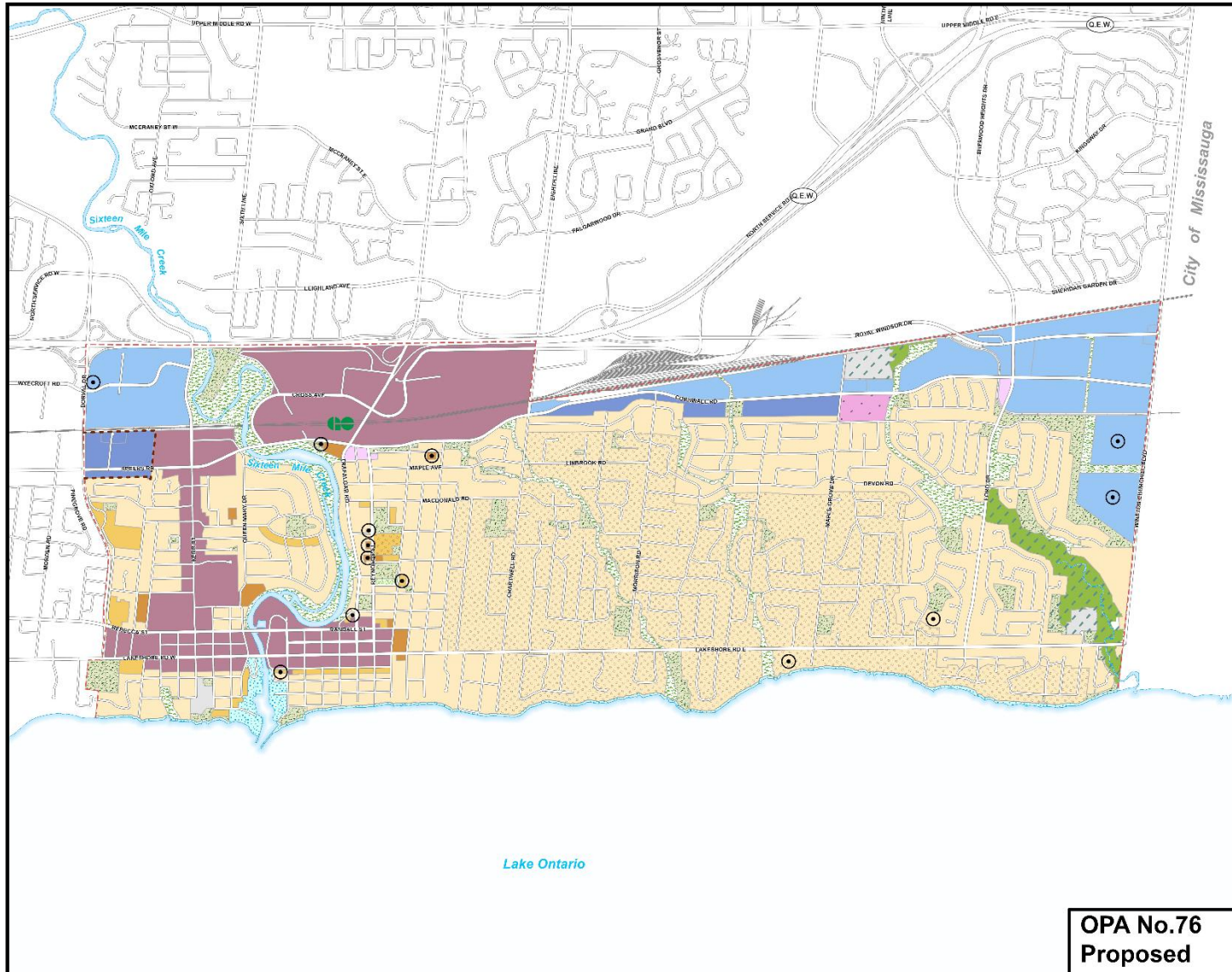
SCHEDULE G SOUTH EAST LAND USE

- 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 WEST
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE
- REGIONAL NATURAL HERITAGE SYSTEM
- 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

1:25,000
February 18, 2026

© DEPT. OF PLANNING & DEVELOPMENT / OFF. CIVIL PLANNING 2025
 LEASABLE OAKVILLE ARCH. & DESIGN / SCHEDULE G



**OPA No.76
Proposed**

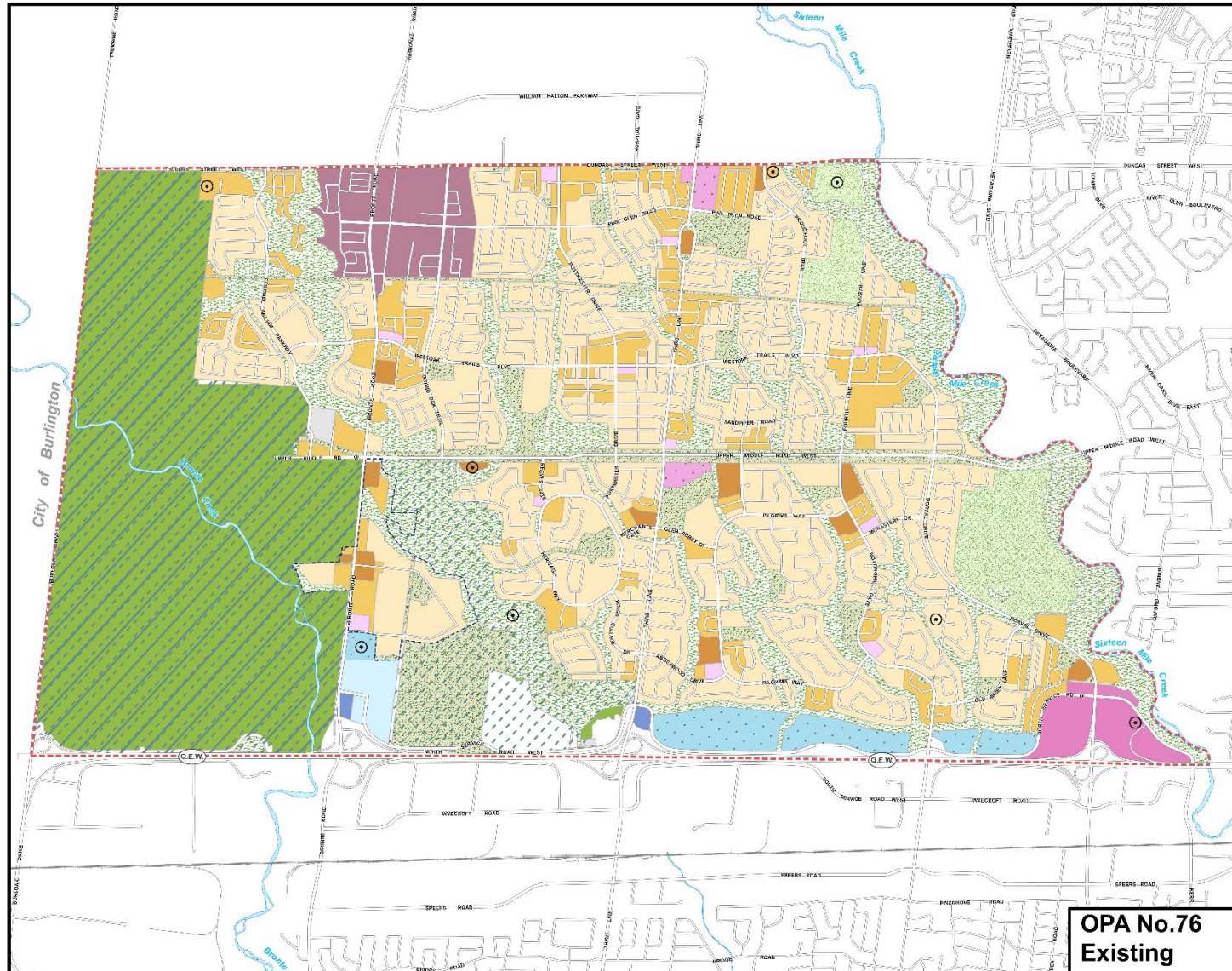
SCHEDULE G SOUTH EAST LAND USE

- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- CENTRAL BUSINESS DISTRICT
- CORE EMPLOYMENT
- DIVERSIFIED EMPLOYMENT
- INSTITUTIONAL
- NATURAL AREA
- PARKWAY BELT WEST
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE
- REGIONAL NATURAL HERITAGE SYSTEM
- 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

1:25,000
 February 18, 2026

© 2026 THE CORPORATION OF THE CITY OF OAKVILLE. ALL RIGHTS RESERVED. THIS DOCUMENT IS THE PROPERTY OF THE CORPORATION OF THE CITY OF OAKVILLE AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE CORPORATION OF THE CITY OF OAKVILLE.



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 WEST
- REGIONAL NATURAL HERITAGE SYSTEM
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE
- UTILITY
- GROWTH AREA*
- GREENBELT**
- SPECIAL POLICY AREA
- RAILWAY

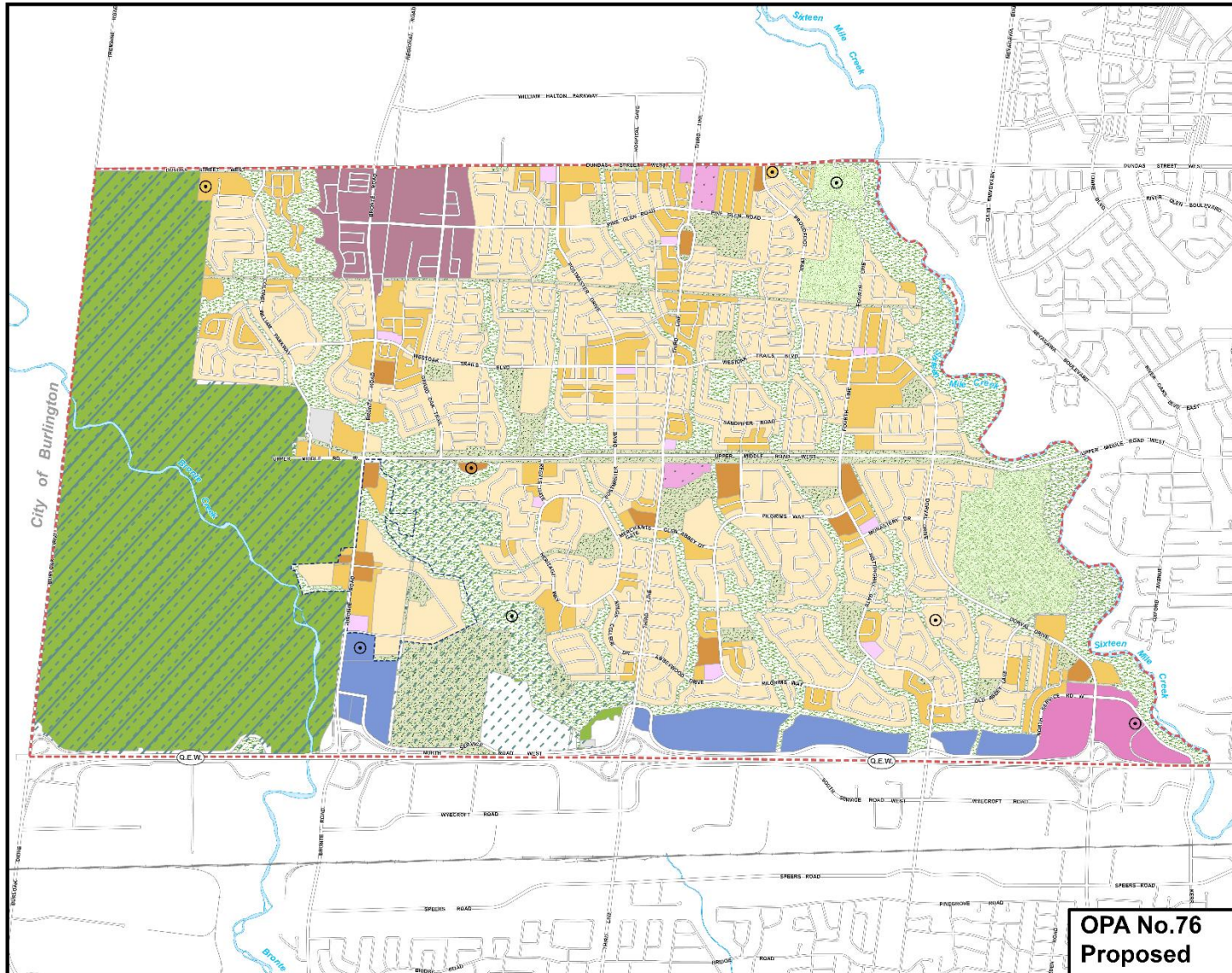
* Refer to Part E, Growth Area Policies
** Refer to Part E, Special Policy Areas

Refer to Part E, Exceptions

1:26,000
February 18, 2026

©2024 BY THE CITY OF OAKVILLE. ALL RIGHTS RESERVED. OAKVILLE, ONTARIO. OPA 76. SCHEDULE H WEST LAND USE. OPA 76. SCHEDULE H WEST LAND USE.

**OPA No.76
Existing**



**OPA No.76
Proposed**

SCHEDULE H WEST LAND USE

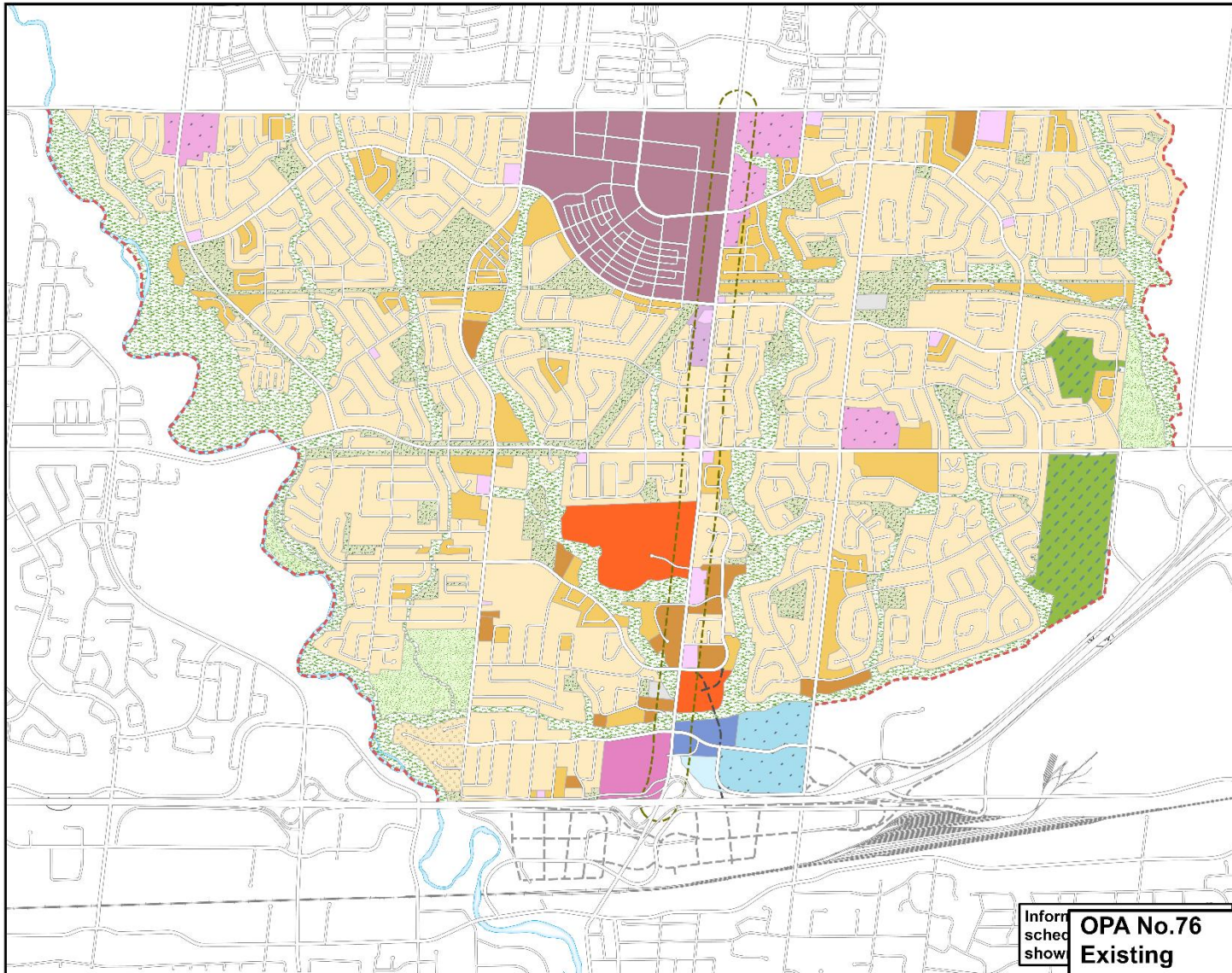
- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- CORE COMMERCIAL
- DIVERSIFIED EMPLOYMENT
- NATURAL AREA
- PARKWAY BELT WEST
- REGIONAL NATURAL HERITAGE SYSTEM
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE
- UTILITY
- GROWTH AREA*
- GREENBELT**
- SPECIAL POLICY AREA
- RAILWAY

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

Refer to Part E, Exceptions

1:26,000
February 18, 2026

©2024 BY THE CITY OF OAKVILLE. ALL RIGHTS RESERVED. OAKVILLE, ONTARIO. OPA 76. SCHEDULE H WEST LAND USE PLAN FOR 2024. ENVIABLE OAKVILLE ARCHITECTURE CONSULTANTS INC. OAKVILLE, ONTARIO



SCHEDULE I CENTRAL LAND USE



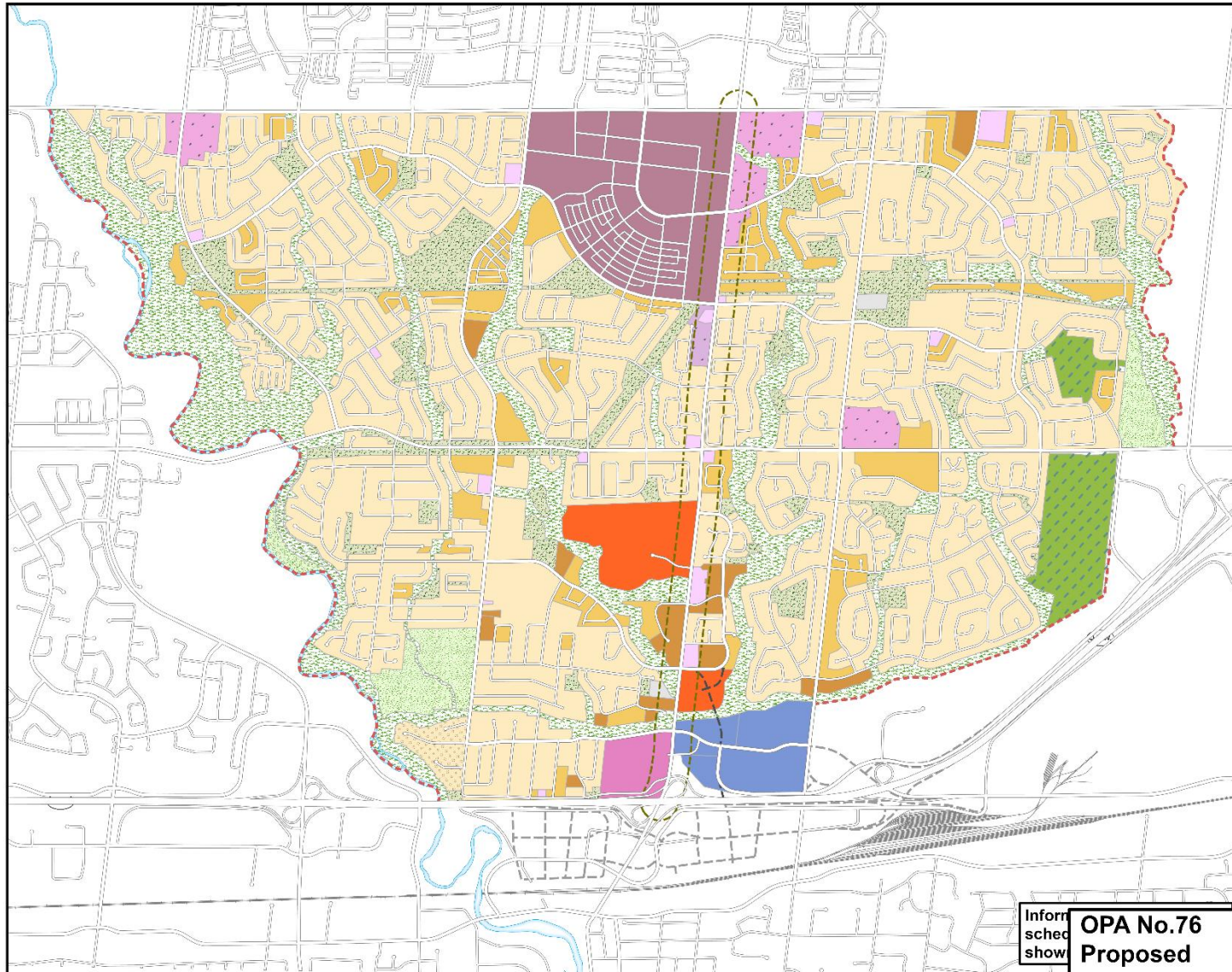
-  SCHEDULE AREA BOUNDARY
-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  NEIGHBOURHOOD COMMERCIAL
-  COMMUNITY COMMERCIAL
-  CORE COMMERCIAL
-  MAIN STREET 2
-  OFFICE EMPLOYMENT
-  BUSINESS EMPLOYMENT
-  BUSINESS COMMERCIAL
-  INSTITUTIONAL
-  NATURAL AREA
-  PARKWAY BELT WEST
-  REGIONAL NATURAL HERITAGE SYSTEM
-  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


1:22,500
 February 18, 2026

GIS: PART E PLAN AND GIS DATA DEVELOPMENT OPTICAL PLAN OF 2026
 L:\WORK\OAKVILLE\ARCSIS\PROCESSED\GIS\SCHEDULE_1\SCHEDULE_1.aprx

Inform
sched
show **OPA No.76**
Existing



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
-  DIVERSIFIED EMPLOYMENT
-  INSTITUTIONAL
-  NATURAL AREA
-  PARKWAY BELT WEST
-  REGIONAL NATURAL HERITAGE SYSTEM
-  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

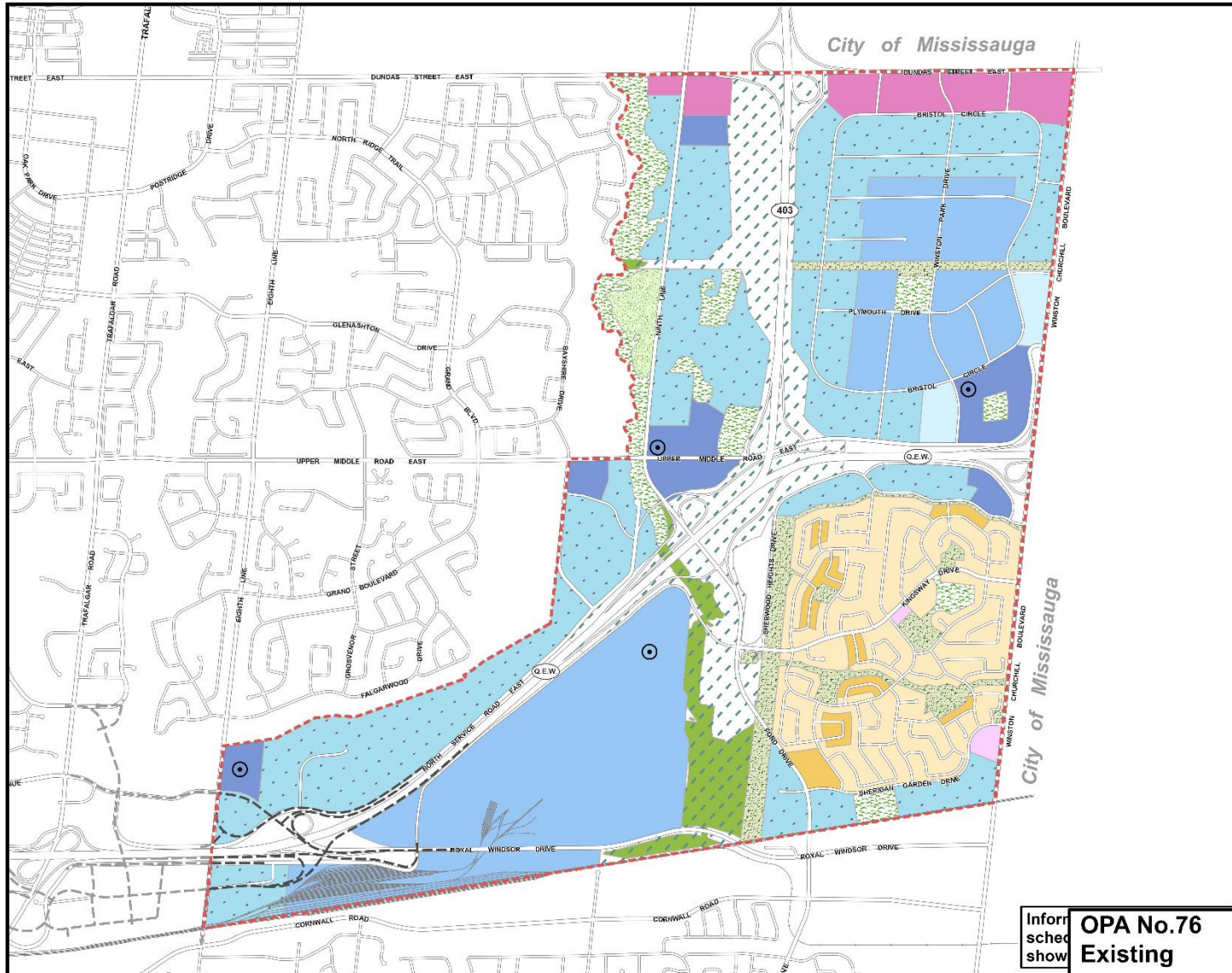


1:22,500
February 18, 2026

OPA No.76
Proposed

G:\CITY\PLANNING\GIS\DATA\DEVELOPMENT\OPTICAL\PLAN\OP2026_LEV006 OAKVILLE.ARCGIS\PROCSCHEDULE_I_SCHEDULE_I.aprx

Inform
sched
show



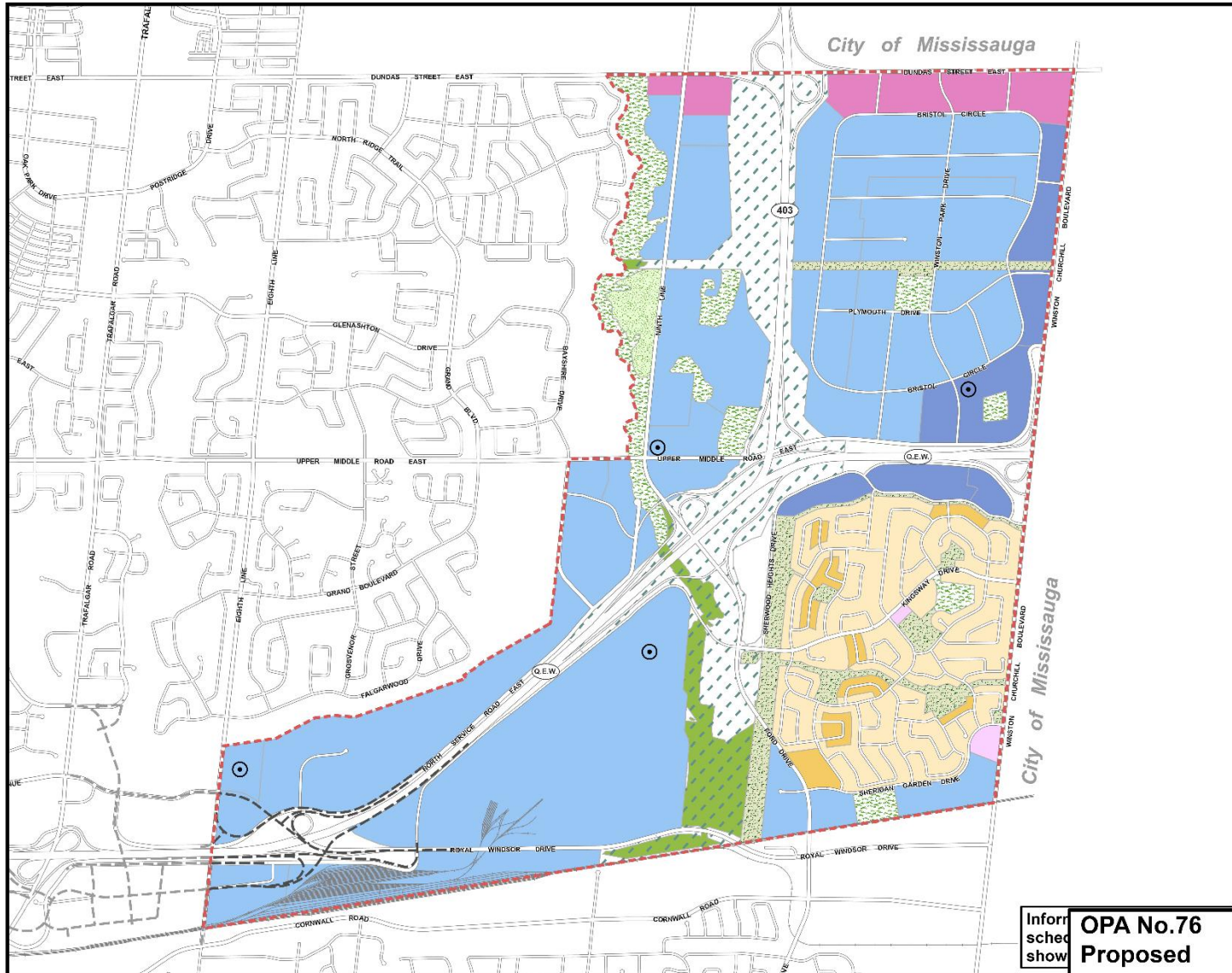
SCHEDULE J EAST LAND USE

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

Refer to Part I.E. Exceptions

1:20,000
February 18, 2026

S:\DEPART\REPLAN\NIN\GIS DATA DEVELOPMENT\OFFICIAL_PLAN\OP2025\1\TABLE_OAKVILLE\PCRB\PROSC\FIGURE J



Info
sched
show

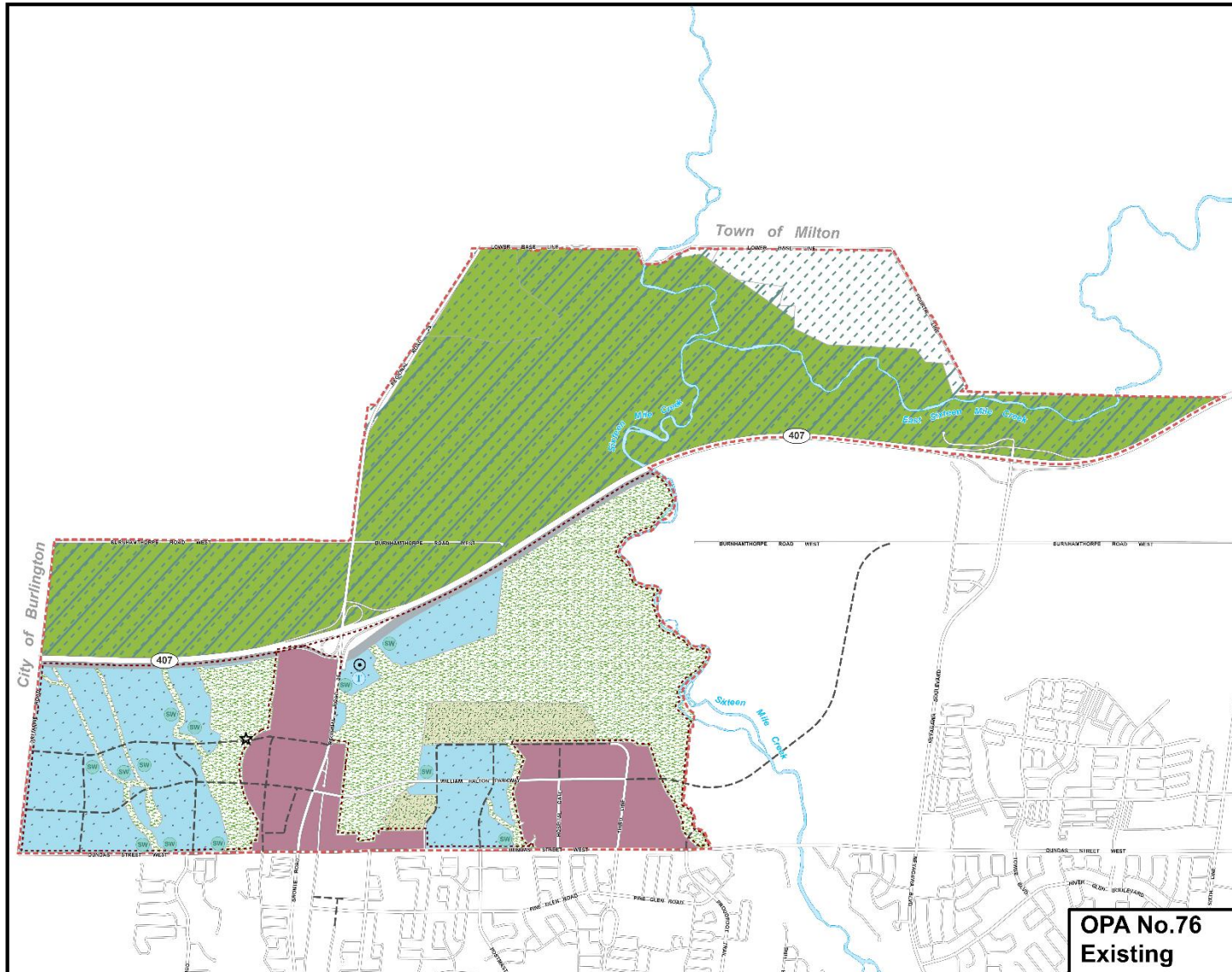
OPA No.76
Proposed

SCHEDULE J EAST LAND USE

- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- CORE COMMERCIAL
- CORE EMPLOYMENT
- DIVERSIFIED EMPLOYMENT
- NATURAL AREA
- PARKWAY BELT WEST
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE
- REGIONAL NATURAL HERITAGE SYSTEM
- FUTURE ROADS
- RAILWAY

⊙ Refer to Part E, Exceptions

1:20,000
 February 18, 2026
S:\DEPART\REPLAN\INGIS DATA DEVELOPMENT\OFFICIAL_PLAN\OP2025\1\AVL_E_OAKVILLE\PCBIS PROSC\FILE J



SCHEDULE K NORTH WEST LAND USE

- SCHEDULE AREA BOUNDARY
- BUSINESS EMPLOYMENT
- NATURAL AREA
- PARKWAY BELT WEST
- PARKS AND OPEN SPACE
- TRANSITWAY
- GREENBELT *
- GROWTH AREA**
- REGIONAL NATURAL HERITAGE SYSTEM
- STORMWATER MANAGEMENT FACILITY
- TRANSIT TERMINAL
- PRIVATE ACCESS ROAD
- PROPOSED ROADS

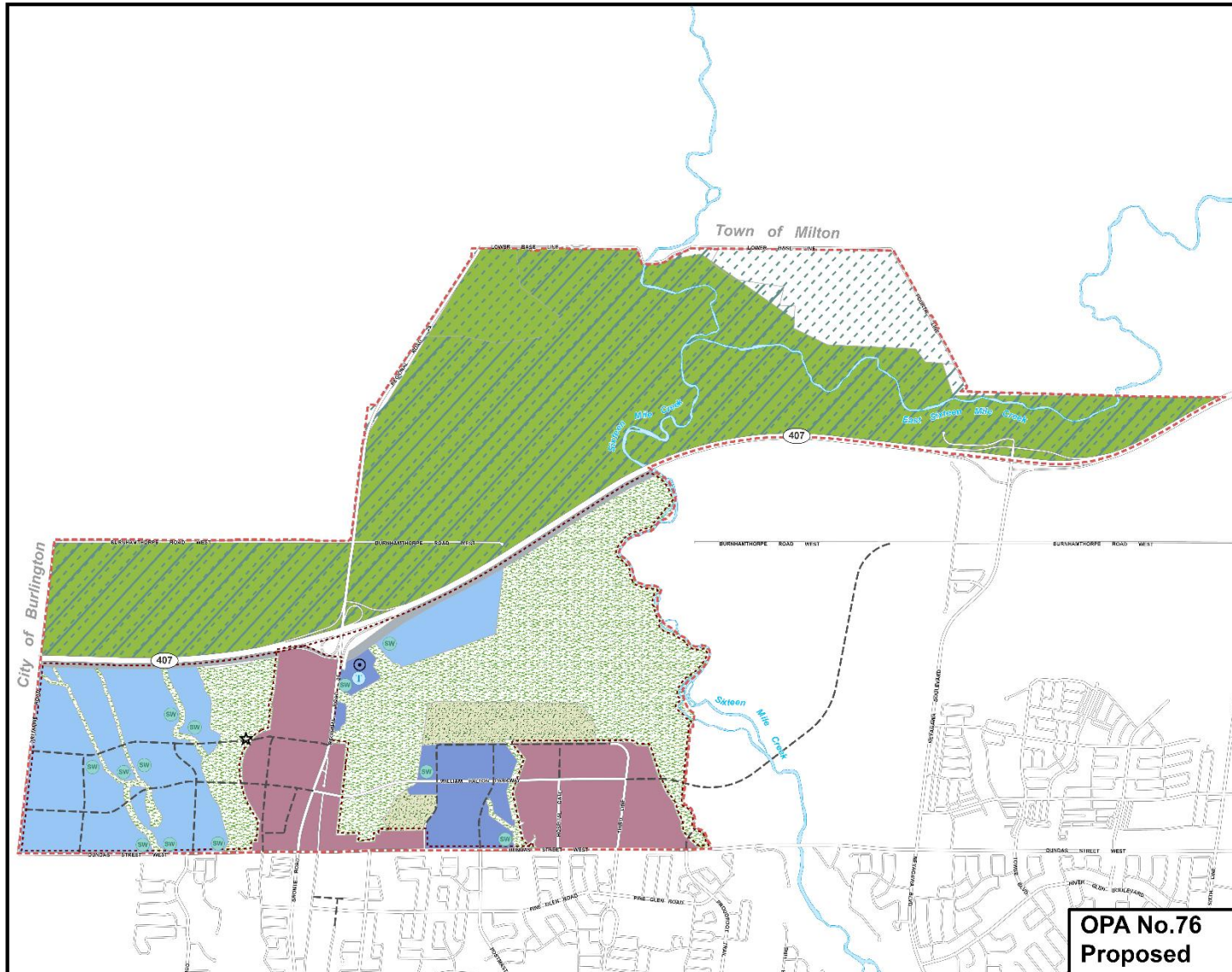
* Refer to Part E, Special Policy Areas, Greenbelt Plan Areas
 ** Refer to Part E, Growth Area Policies
 Refer to Part E, Special Policy Areas, North West Area
 Refer to Part E, Exceptions
★ Refer to Policy 22.4.1(g)

1:26,000

February 18, 2026

S:\DP\PART E PLAN\GIS DATA\DEVELOPMENT\GROWTH AREA PLAN\OP2026\NORTH WEST\GIS\PROSCHEDU K_NORTH WEST_K_2026

OPA No.76
Existing



**OPA No.76
Proposed**

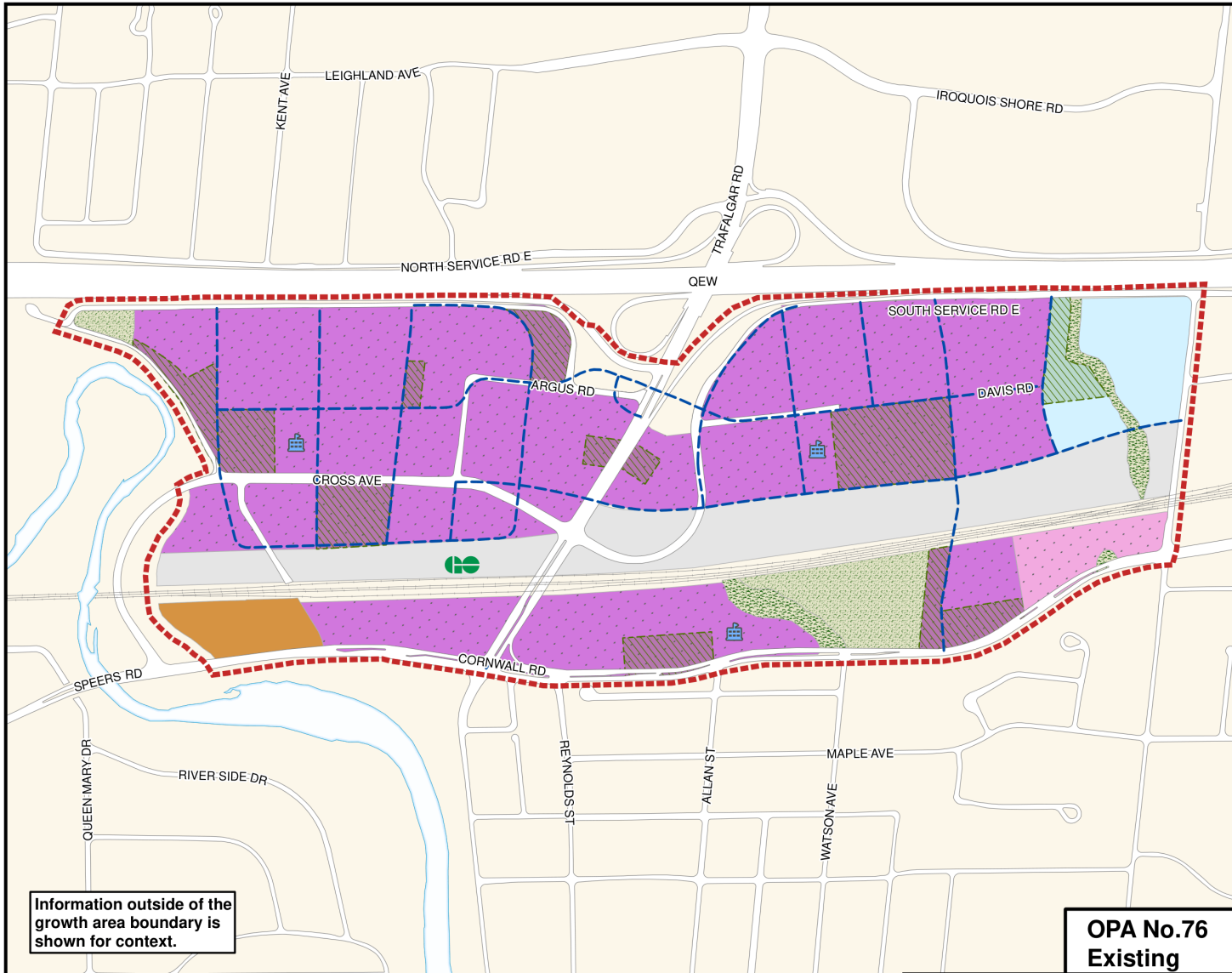
SCHEDULE K NORTH WEST LAND USE

- SCHEDULE AREA BOUNDARY
- CORE EMPLOYMENT
- DIVERSIFIED EMPLOYMENT
- NATURAL AREA
- PARKWAY BELT WEST
- PARKS AND OPEN SPACE
- TRANSITWAY
- GREENBELT*
- GROWTH AREA**
- REGIONAL NATURAL HERITAGE SYSTEM
- STORMWATER MANAGEMENT FACILITY
- TRANSIT TERMINAL
- PRIVATE ACCESS ROAD
- PROPOSED ROADS

* Refer to Part E, Special Policy Areas, Greenbelt Plan Areas
 ** Refer to Part E, Growth Area Policies
 Refer to Part E, Special Policy Areas, North West Area
 Refer to Part E, Exceptions
 Refer to Policy 22.4.1(g)

1:26,000
February 18, 2026

S:\DP\PROJECTS\AN\GIS\DATA\DEVELOPMENT\OFFICIAL PLAN\OP2025\NORTH WEST\GIS\PROSCHED_K_NORTH_WEST\ITD\ITD_F_0333



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

**OPA No.76
Existing**

(As amended by adopted OPA 70, not yet approved by the

SCHEDULE L1 MIDTOWN OAKVILLE LAND USE

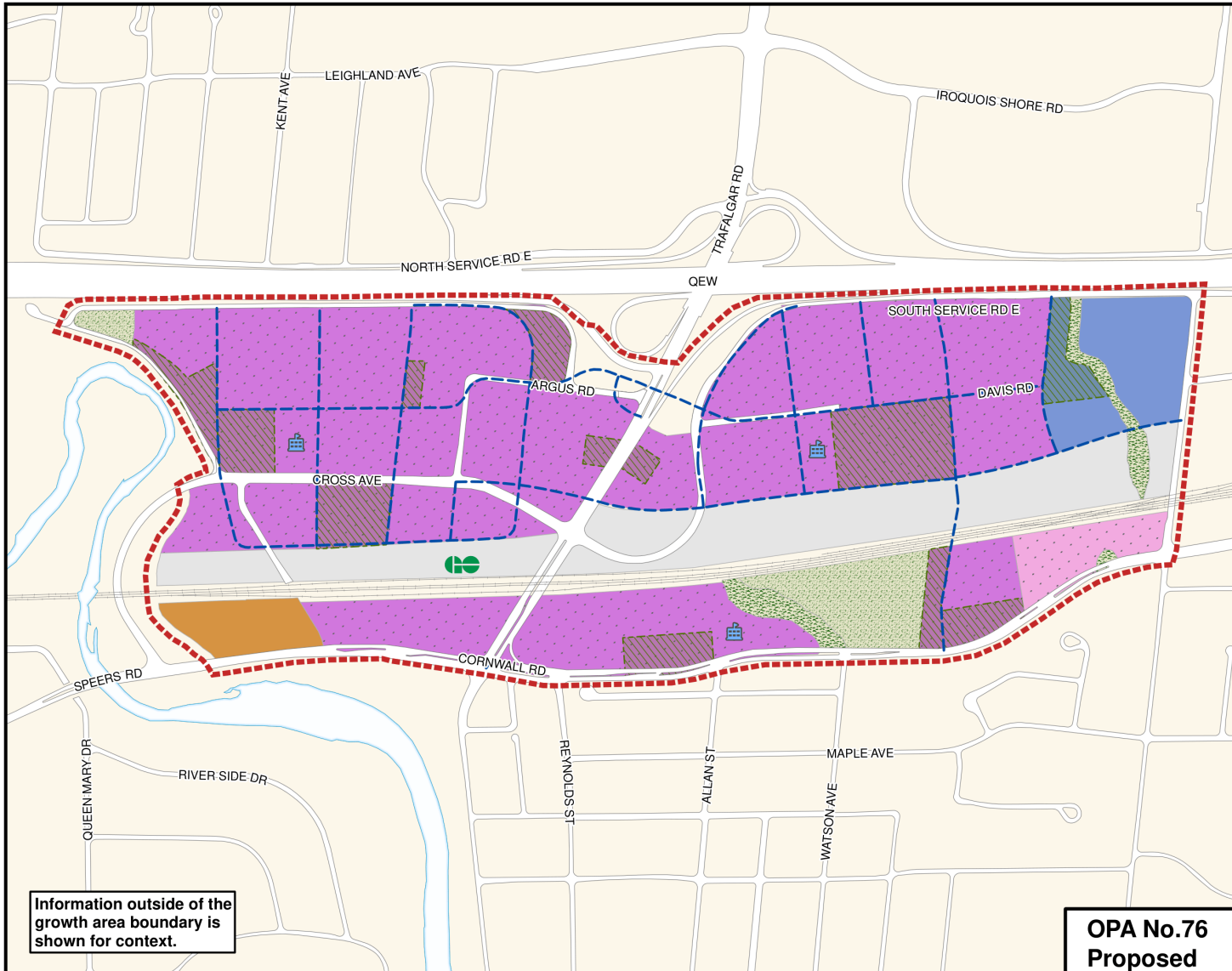
- PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- URBAN CORE
- HIGH DENSITY RESIDENTIAL
- OFFICE EMPLOYMENT
- COMMUNITY COMMERCIAL
- NATURAL AREA
- PARKS AND OPEN SPACE
- PARK (CONCEPTUAL)
- UTILITY
- PRIORITY AREA FOR SCHOOL
- OAKVILLE GO STATION
- FUTURE ROADS*

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

*REFER TO SCHEDULE L5 FOR MORE DETAIL.

1:6,600
FEBRUARY 2025

S:\DEPARTMENT\PLANNING\OPAs\LIVABLE_OAKVILLE\2025\For_Stra\SCHEDULE_L1_OPA_###_EXISTING.aprx



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

**OPA No.76
Proposed**

SCHEDULE L1 MIDTOWN OAKVILLE LAND USE

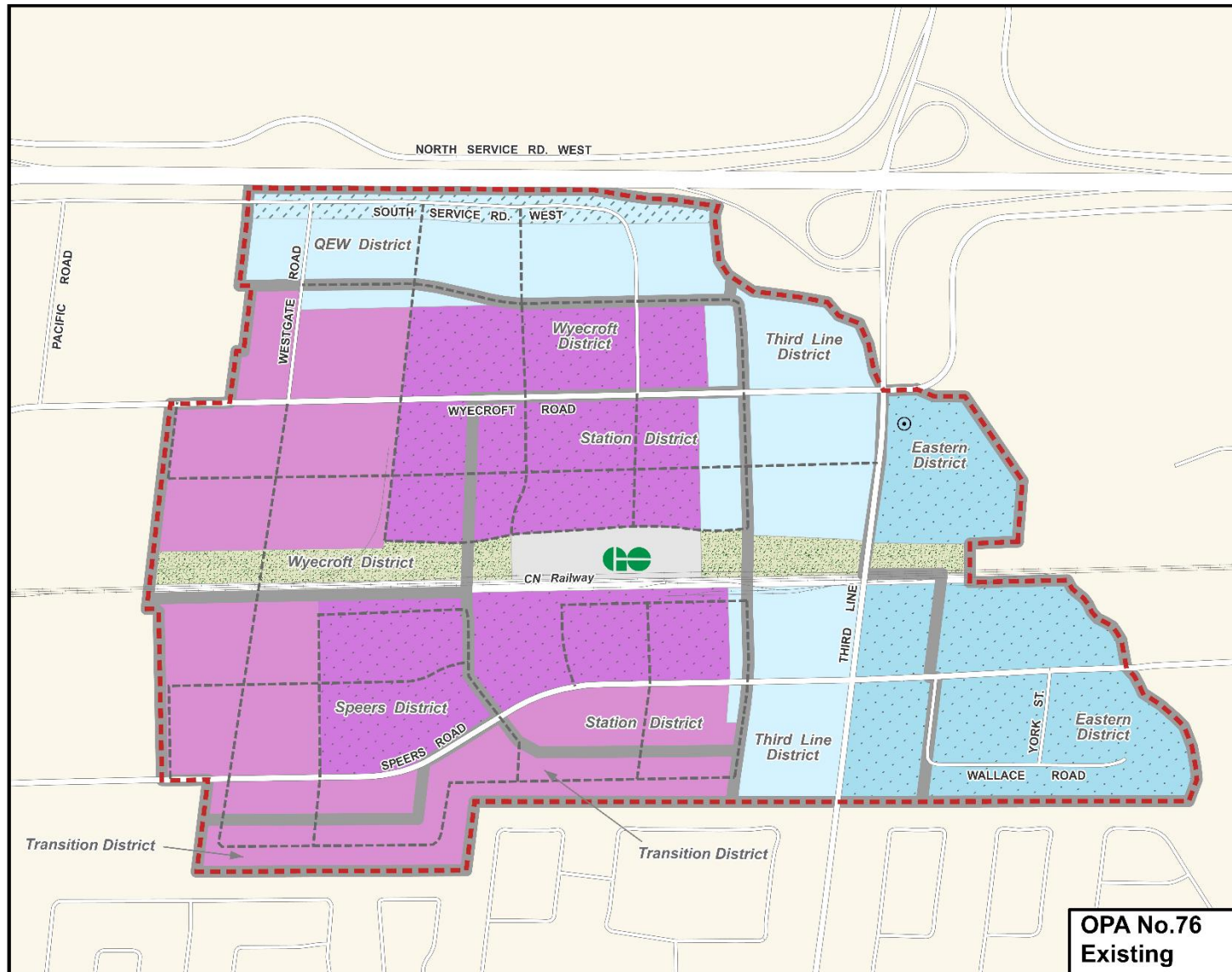
- PROTECTED MAJOR TRANSIT STATION AREA / GROWTH AREA BOUNDARY
- URBAN CORE
- DIVERSIFIED EMPLOYMENT
- HIGH DENSITY RESIDENTIAL
- COMMUNITY COMMERCIAL
- NATURAL AREA
- PARKS AND OPEN SPACE
- PARK (CONCEPTUAL)
- UTILITY
- PRIORITY AREA FOR SCHOOL
- OAKVILLE GO STATION
- FUTURE ROADS*

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

*REFER TO SCHEDULE L5 FOR MORE DETAIL.

1:6,600
FEBRUARY 2025

S:\DEPARTMENT\PLANNING\OPAs\LIVABLE_OAKVILLE\2025\For_Stra\SCHEDULE_L1_OPA_###_PROPOSED.aprx



OPA No.76
Existing

**SCHEDULE S1
BRONTE GO MTSA
LAND USE**



-  GROWTH AREA BOUNDARY
-  URBAN CENTRE
-  URBAN CORE
-  OFFICE EMPLOYMENT
-  BUSINESS EMPLOYMENT
-  PARKS AND OPEN SPACE
-  UTILITY
-  PARKWAY BELT WEST
-  DISTRICT BOUNDARIES
-  FUTURE ROADS
(Refer to Schedule S4 for more detail)
-  RAILWAY
-  MAJOR TRANSIT STATION

Refer to Part E, Bronte GO MTSA, for Growth Area Policies

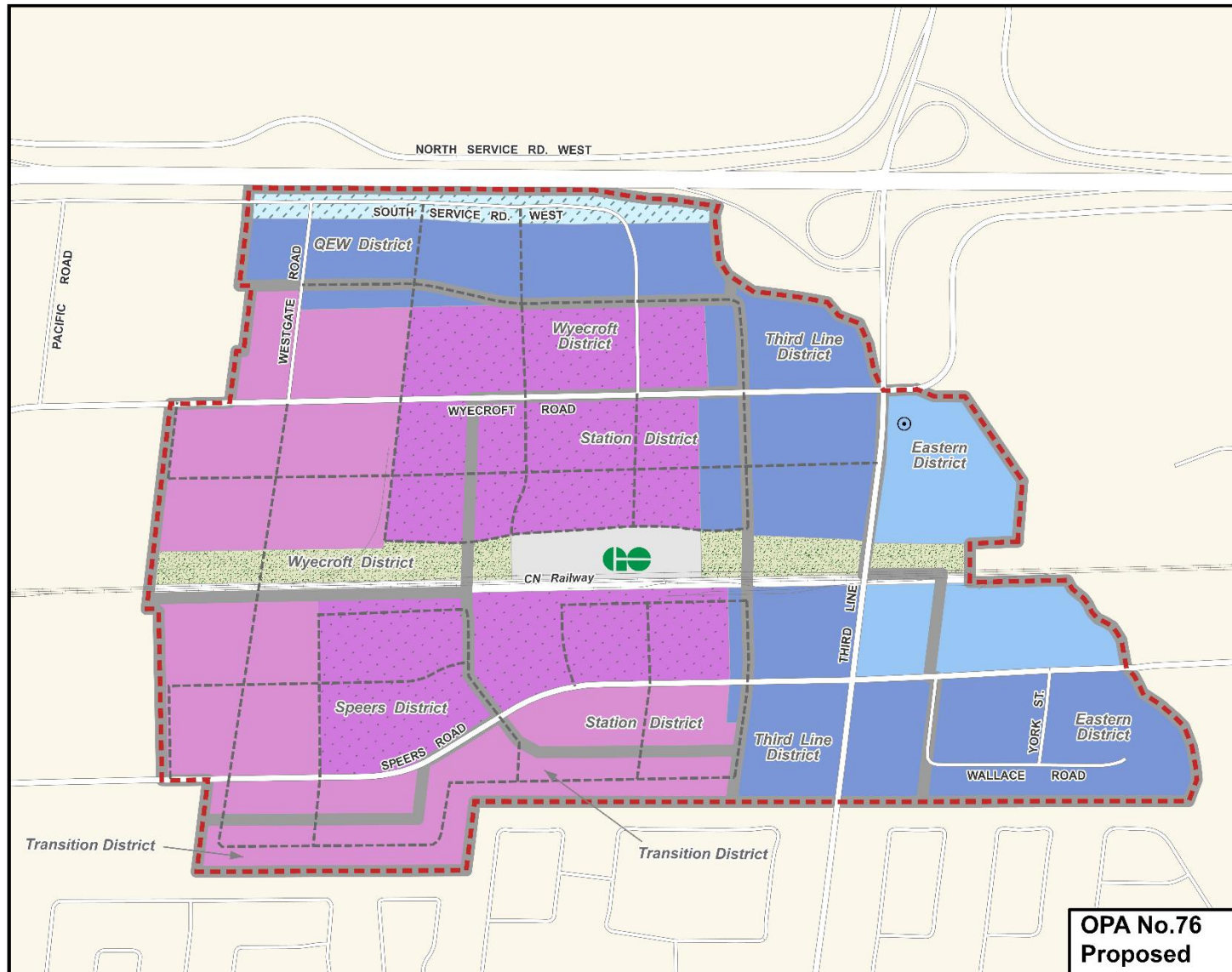
 Refer to Part E, Exceptions



1:6,500

February 18, 2026

© 2026 WITH THE PLANNING AND DESIGN SERVICES DIVISION OF THE CORPORATION OF OAKVILLE
OFFICIAL PLAN - PROPOSED WEST BRONTE GO MTSA - BRONTE GO MTSA S1



**OPA No.76
Proposed**

**SCHEDULE S1
BRONTE GO MTSA
LAND USE**



- GROWTH AREA BOUNDARY
- URBAN CENTRE
- URBAN CORE
- CORE EMPLOYMENT
- DIVERSIFIED EMPLOYMENT
- PARKS AND OPEN SPACE
- UTILITY
- PARKWAY BELT WEST
- DISTRICT BOUNDARIES
- FUTURE ROADS
(Refer to Schedule S4 for more detail)
- RAILWAY
- MAJOR TRANSIT STATION

Refer to Part E, Bronte GO MTSA, for Growth Area Policies
⊙ Refer to Part E, Exceptions



1:6,500

February 18, 2026

© SEVENTH PLANING 2026 DATA DEVELOPMENT
OFFICIAL PLAN - PROPOSED BRONTE GO MTSA LAND USE SCHEDULE S1