

## Appendix A: Livable Oakville Plan Excerpts

The following are Livable Oakville policies that are relevant to the subject application.

### **Part A**

#### **Section 1.1**

*“The Livable Oakville Plan:*

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

#### **Section 1.2.8**

*“Growth Areas, Special Policy Areas and Exceptions, consists of comprehensive objectives and policies for each of the growth areas identified on Schedule A1. The growth areas are those areas to which intensification is to be directed.”*

### **Part B**

#### **Section 2**

The guiding principles, set out in Section 2 of the Livable Oakville Plan, are designed to preserve and create a livable community.

#### **Section 2.2.1 b)** reinforce the Town’s Urban Structure:

*“b) direct the majority of growth to identified locations where higher density, transit and pedestrian oriented development can be accommodated.”*

#### **Section 2.2.2**

*“Providing choice throughout the Town in order to:*

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

## **Part C**

### **Section 3.2: Mixed Use**

*“The Mixed Use designations are to be primarily focused within the Growth Areas and in specified locations reflective of an area’s planned function. The six Growth Areas provide for a concentration of mixed use, higher density development: Midtown Oakville (urban growth centre), Uptown Core, Palermo Village, Downtown Oakville, Bronte Village and Kerr Village.”*

### **Section 4: Managing Growth and Change**

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

*Within the existing built boundary shown on Schedule A2, growth is to occur primarily within the defined Growth Areas in Part E ...*

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

### **Section 4.1: Growth Areas**

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

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

### **Section 4.4: Intensification Targets**

*“The number of [residential] units built within the built boundary by the year 2015, and each year thereafter, will be monitored to ensure conformity with the Region’s requirement under the Growth Plan.”*

## **Section 6: Urban Design**

The proposal incorporates the following urban design policies through the orientation of the building, entrance and access from the street and continuing the Oak Park Streetscaping Master Plan recommendations along the frontage of the site.

#### **6.4 Streetscapes**

*“6.4.2 New development should contribute to the creation of a cohesive streetscape by:*

- a) Placing the principle building entrances towards the street and where applicable, towards corner intersections.*
- b) Framing the street and creating a sense of enclosure.*
- c) Connecting active uses to the public realm to enhance the liveliness and vibrancy of the street, where applicable.”*

#### **6.9 Built Form**

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

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

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

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

#### **6.11 Pedestrian Access and Circulation**

*“6.11.2 Developments should incorporate safe and direct access and circulation routes to and through the site that connect pedestrians to:*

- a) principal entrances of building(s), amenity areas and parking areas;*
- b) the public sidewalk and transit facilities.*

*6.11.5 Walkways should provide continuous routes across driveway entrances and drive aisles and through parking areas to promote safety and signify priority over driving surfaces.”*

## **Section 8: Transportation**

*“8.9.2 The Town will encourage transit-supportive development within major transit station areas and around transit terminal facilities.*

*8.9.5 The Town will encourage the increased use of public transit by requiring transit supportive urban design...”*

### **8.12 Integrating Land Use and Transportation**

*“8.12.2 Development plans shall be designed with specific regard to the safe, convenient and efficient provision of public transit as well as pedestrian and cycling facilities. In particular, to facilitate the development of a transit-supportive urban structure, the following measures will be reflected in all development proposals;*

- a) densities supportive of transit, which are commensurate with the type of frequency of transit service planned for the area and/or corridor particularly near transit stops and stations;*
- b) a road pattern and related pedestrian and cycling facilities network that provide for direct pedestrian and cycling access to transit routes and stops.”*

## **Part D**

### **Section 12: Mixed Use**

*“12.1.1 The intent of the Mixed Use designations is to allow for a diversity of residential, commercial and office uses which are integrated in buildings to provide for the efficient use of municipal services and infrastructure.*

*12.1.2 Mixed use development will be focused on lands located within Oakville’s Growth Areas and along identified corridors.”*

**12.5** of the Livable Oakville Plan speaks to the Urban Core designation:

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

## **Part E**

### **Section 21: Uptown Core**

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

- a) Ensuring the opportunity for a full range and mix of medium and high density housing types, including affordable housing;*

b) *Providing a transition between the concentration, mix and massing of buildings within the Uptown Core and the lower density residential neighbourhoods adjacent to the area.”*

**“21.2.2** *Achieve a high quality level of urban design by:*

- a) *Promoting high quality design of the area streetscapes, open spaces, public buildings, infrastructure and private buildings;*
- b) *Creating an attractive public realm and ensuring developments are planned to support a fully accessible street related, pedestrian-oriented environment with animated main streets; and,*
- c) *Ensuring that the appearance and function of the public realm and adjoining development are of consistently high quality and appropriate design.”*

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

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

**“21.3.4 Main Street District**

*The Main Street District shall become the focal point of pedestrian and community activity in the Uptown Core. It is the intention of this Plan that in the long-term the Main Street District will be developed with a mix of retail and service commercial uses on the ground floor of buildings with residential and/or office uses above.”*