

## Glossary

In the Livable Oakville Plan, Section 29.1.9 (Interpretation, General) states that:

The auxiliary verbs “may”, “should” and “shall” are used throughout this Plan in the following context:

- a) “**may**” means that the policy is permissive;
- b) “**should**” means that the policy is directive and requires compliance unless proven otherwise on good planning grounds; and,
- c) “**shall**” means that the policy is mandatory.

Unless otherwise noted, the definitions below are from the Section 29.5, Glossary, of the Livable Oakville Official Plan (August 31, 2021 Office Consolidation).

**Active transportation** means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

**Affordable housing** means housing with market price or rent that is affordable to households of low and moderate income spending 30 per cent of their gross household income without government subsidies. Such households would be able to afford, at the low end, at least three out of ten rental properties on the market and, at the high end, ownership housing with sufficient income left, after housing expenses, to sustain a basic standard of living.

**Area-Specific Plan** means a Local Official Plan Amendment applying to a specific geographic area such as a secondary plan or a Regional Official Plan Amendment applying to a specific geographic area.

Note: The definition above is from the Halton Region Official Plan.

**Brownfield sites** means undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.

**Compact urban form** means a land use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for *infrastructure*. Compact urban form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial *developments*, and apartments or offices above retail.

**Compatible** means the *development* or redevelopment of uses which may not necessarily be the same as, or similar to, the existing *development*, but can coexist with the surrounding area without unacceptable adverse impact.

**Complete communities** means places such as mixed use neighbourhoods or other areas within cities, towns, and *settlement areas* that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and *public service facilities*. *Complete communities* are age-friendly and may take different shapes and forms appropriate to their contexts.

**Development** means the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the *Planning Act*, but does not include:

- a) activities that create or maintain *infrastructure* authorized under an environmental assessment process
- b) works subject to the *Drainage Act*
- c) any other activity deemed by the Director of Planning Services to be minor in nature, which has negligible impact to the natural environment and meets the intent of this Plan

**Development Density** means the number of residents and jobs combined per gross hectare. Areas of the Regional Natural Heritage System are excluded from the calculation of this density.

Note: The definition above is from the Halton Region Official Plan.

**District energy** means the production of thermal energy (heating or cooling) with or without *cogeneration* that is distributed to users at a community scale.

**District energy facility** means a centrally located facility or linked facilities including pipeline distribution system for the production and distribution of *district energy*.

**Educational facilities** means an elementary or secondary school whose program is recognized by the Ministry of Education. For greater certainty, educational facilities includes a public school, a separate school and a private school, as defined by the *Education Act*, R.S.O. 1990, c. E2, as amended.

**Erosion** means volumetric reduction of land by human-induced or natural processes.

**Erosion hazard** means the loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over a one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance.

**Floor space index**, or **floor area ratio**, means the gross floor area of all buildings on a lot divided by the lot area.

**Frequent transit** means a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.

**Greater Golden Horseshoe** means the geographic area designed as the Greater Golden Horseshoe growth plan area in Ontario regulation 416/05.

**Greyfields** means previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict or vacant.

**Higher order transit** means transit that generally operates in its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways), light rail (such as streetcars), and buses in dedicated rights-of-way.

**Inclusionary zoning** means a by-law passed under section 34 of the *Planning Act* that authorizes the inclusion of *affordable housing* units within building or projects, containing other residential units, which are maintained as *affordable housing* units over time.

Note: The definition above was adopted through OPA 41, which is subject to Regional approval.

**Infrastructure** means physical structures (facilities and corridors) that form the foundation for *development*. Infrastructure includes: sewage and water systems, septage treatment systems, waste management systems, electric power generation and transmission, communications/telecommunications, transit and *transportation corridors* and facilities, oil and gas pipelines and associated facilities.

**Intensification** means the *development* of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of *brownfield sites*;
- b) the *development* of vacant and/or underutilized lots within previously developed areas;
- c) infill *development*; or
- d) the expansion or conversion of existing buildings.

**Intensification areas** means lands identified by the Town, the Region or the Province within a *settlement area* that are to be the focus for accommodating *intensification*. Intensification areas include *urban growth centres*, *intensification corridors*, *major transit station areas*, and other major opportunities that may include infill, redevelopment, *brownfield sites*, the expansion or conversion of existing buildings and *greyfields*.

**Intensification corridors** means *intensification areas* along major roads, arterials or *higher order transit* corridors that have the potential to provide a focus for higher density mixed use *development* consistent with planned transit service levels.

**Long-term stable top-of-bank**, as it pertains to the development setback for habitable buildings along the shoreline, means a bank inclination of 3:1 (H:V), or as determined by a geotechnical study which satisfies the minimum design Factor of Safety of 1.5.

**Major facilities** means facilities which may require separation from *sensitive land uses*, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.

Note: The definition above was adopted through OPA 41, which is subject to Regional approval, to match the definition in the 2020 Provincial Policy Statement.

**Major office** means freestanding office buildings of approximately 4,000 square metres of floor space or greater, or with approximately 200 jobs or more.

**Major transit station area** means the area including and around any existing or planned higher order transit station or stop within a *settlement area*; or the area including and around a major bus depot in an urban core. *Major transit station areas* generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

Notes: The revision to the definition above was adopted through OPA 41, which is subject to Regional approval, to match the definition in the 2019 Growth Plan, as amended.

Halton Region has identified Midtown Oakville as a **protected major transit station area** in accordance with Section 16(16) of the *Planning Act*. As such, the *Planning Act* and Section 81.1 of the Regional Official Plan require that the town's official plan includes policies that:

- identify the authorized uses of land in the area and of buildings or structures on lands in the area; and
- identify the minimum densities that are authorized with respect to buildings and structures on lands in the area.

Section 81.2 of the Regional Official Plan sets out a number of additional requirements for the town's official plan.

**Mobility links** are thoroughfares identified in Halton Region's Mobility Management Strategy that serve as local service/inter-municipal transportation connections, which provide access to important inter-municipal destinations.

**Modal share**, or **modal split**, means the percentage of person-trips or of freight movements made by one travel mode, relative to the total number of such trips made by all modes.

**Multi-modal** means the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine.

**Municipal comprehensive review** means a new official plan, or an official plan amendment, initiated by an upper- or single-tier municipality under section 26 of the *Planning Act* that comprehensively applies the policies and schedules of the Growth Plan, [2019, as amended].

**Provincial priority transit corridor** means a corridor identified on Schedule 5 of the Growth Plan, [2019, as amended] and designating the CN Rail/Lakeshore GO line in Oakville.

**Public service facilities** means lands, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services. *Public service facilities* do not include *infrastructure*.

**Regional transit priority corridor** 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 *urban growth centres*, mobility hubs, *Employment Areas*, *major transit station areas* and abutting municipal connections. *Transit priority corridors* provide a focus for *transit-supportive development*.

**Required comprehensive Official Plan review** means a Town-initiated process under section 26 of the *Planning Act*.

**Sensitive land use** means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

**Site area**, or **site hectare**, includes residential lots or blocks only and excludes any public lands. In the case of *development*, any public land required to be dedicated or conveyed shall not be included for the purpose of calculating the site hectare.

**Stable top-of-bank:**

- a) As it pertains to valleylands, stable top-of-bank means:
  - i) the physical top-of-bank where the existing slope is stable and not impacted by toe *erosion*; or,
  - ii) is defined by the toe *erosion* allowance plus the stable slope allowance where the existing slope is unstable and/or is impacted by toe *erosion*.
- b) As it pertains to land dedication along the shorelines, stable top-of-bank means a bank inclination of 3:1 (H:V), or as determined by a geotechnical study which satisfies the minimum design Factor of Safety of 1.2 – 1.3.

**Strategic growth areas** means within *settlement areas*, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating *intensification* and higher-density mixed uses in a more compact built form. *Strategic growth areas* include *urban growth centres*, *major transit station areas*, and other major opportunities that may include infill, redevelopment, *brownfield sites*, the expansion or conversion of existing buildings, or *greyfields*. Lands along major roads, arterials, or other areas with existing or planned *frequent transit* service or *higher order transit* corridors may also be identified as *strategic growth areas*.

**Transit-supportive:**

- a) Makes transit viable and improves the quality of the experience of using transit.
- b) When used in reference to *development*, it often refers to compact, mixed use *development* that has a high level of employment and residential densities to support *frequent transit* service.
- c) When used in reference to urban design, it often refers to:
  - i) design principles that make *development* more accessible for transit users, such as roads laid out in a grid network rather than a discontinuous network
  - ii) pedestrian-friendly built environment along roads to encourage walking to transit
  - iii) reduced setbacks and placing parking at the sides/rear of buildings
  - iv) improved access between arterial road and interior blocks in Residential Areas

**Transportation corridor** means a thoroughfare and its associated buffer zone for passage or conveyance of vehicles or people. A transportation corridor includes any or all of the following:

- a) major roads, arterial roads, and highways for moving people and goods
- b) rail lines/railways for moving people and goods
- c) transit rights-of-way/transitways including buses and light rail for moving people

**Transportation demand management**, or **TDM**, means a set of strategies that results in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost.

**Urban growth centre** means an area identified on Schedule [4] of the *Growth Plan*, including the area known as Midtown Oakville.

Note: The definition of Urban Growth Centres in the 2019 Growth Plan, as amended, states: "Existing or emerging downtown areas shown in Schedule 4 and as further identified by the Minister on April 2, 2008."

**Utilities** (and **utility**) include power, communications/telecommunications and other cable services, as well as gas and *power generation facilities*.