

## APPENDIX E: Official Plan Extracts

### Livable Oakville

#### Part C: Making Oakville Livable (General Policies)

#### Section 6: Urban Design

Good urban design is an integral part of the planning process, enabling the creation of stimulating, vibrant, and livable places; it is a key component in creating a definable sense of identity. Tangible elements of the urban environment such as the built form, open space, and public realm, and their relationship to one another, should be organized and designed in an attractive, functional and efficient manner.

#### 6.1 General

##### 6.1.1 Objectives

The general objectives for urban design are to provide for:

- a) diversity, comfort, safety and compatibility with the existing community;
- b) attractive, barrier-free, and safe public spaces, such as streetscapes, gateways, vistas and open spaces;
- c) innovative and diverse urban form and excellence in architectural design; and,
- d) the creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas and high profile locations such as gateways to the Town.

##### 6.1.2 Policies

- a) Development and public realm improvements shall be evaluated in accordance with the urban design direction provided in the Livable by Design Manual, as amended, to ascertain conformity with the urban design policies of this Plan. Alternative design approaches to those found in the Livable by Design Manual may be proposed, with appropriate justification and after consultation with the Town, provided that they meet the intent and purpose of the urban design policies of the Plan.

#### 6.4 Streetscapes

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

- a) placing the principal building entrances towards the street and where applicable, towards corner intersections;
- b) framing the street and creating a sense of enclosure
- c) providing variation in façade articulation and details;
- d) connecting active uses to the public realm to enhance the liveliness and vibrancy of the street, where applicable;
- e) incorporating sustainable design elements, such as trees, plantings, furnishings, lighting, etc.;

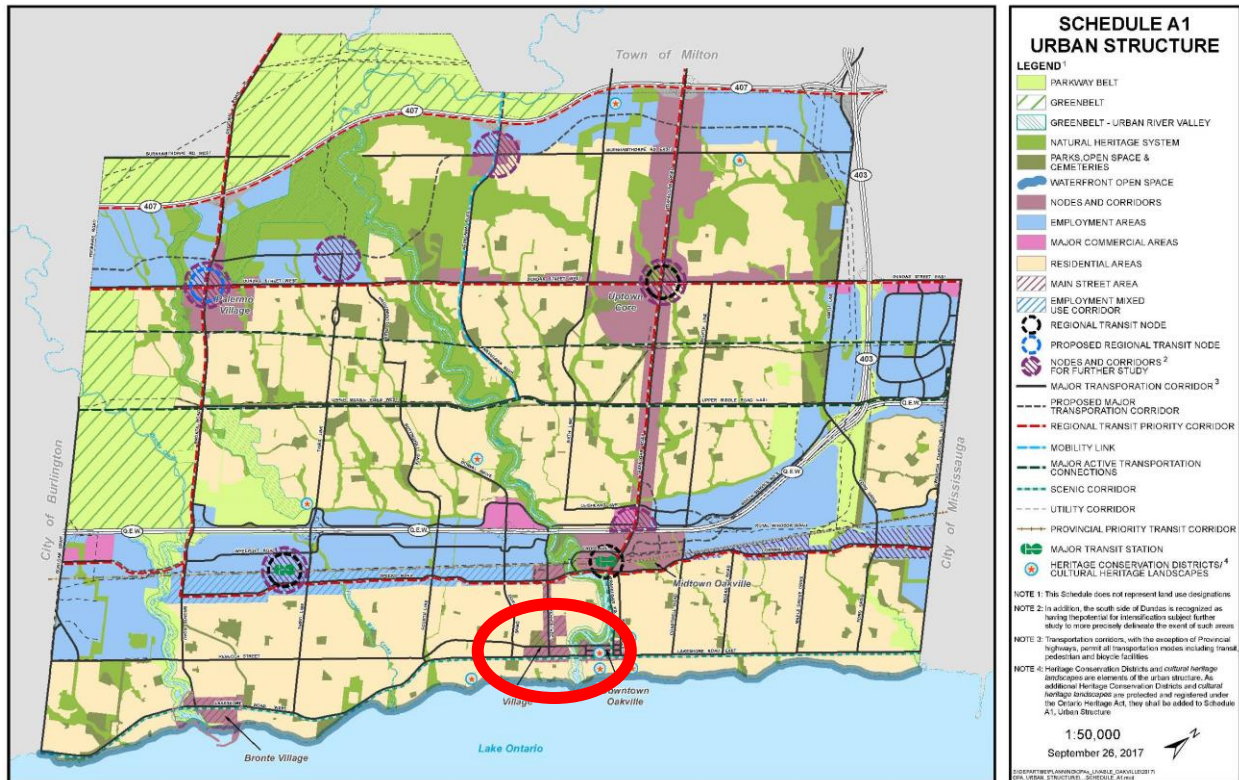
- f) coordinating improvements in building setback areas to create transitions from the public to private realms; and,
- g) improving the visibility and prominence of and access to unique natural, heritage, and built features

## **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 To achieve compatibility between different land uses, development shall be designed to accommodate an appropriate transition through landscape buffering, spatial separation, and compatible built form.
- 6.9.5 Buildings should present active and visually permeable façades to all adjacent streets, urban squares, and amenity spaces through the use of windows, entry features, and human-scaled elements.
- 6.9.6 Main principal entrances to buildings should be oriented to the public sidewalk, onstreet parking and transit facilities for direct and convenient access for pedestrians.
- 6.9.7 Development should be designed with variation in building mass, façade treatment and articulation to avoid sameness.
- 6.9.8 Buildings located on corner lots shall provide a distinct architectural appearance with a high level of detailing and articulated façades that continue around the corner to address both streets.
- 6.9.9 New development shall ensure that proposed building heights and form are compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks, façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm.
- 6.9.10 Continuous streetwalls of identical building height are discouraged. Variety in rooflines should be created through subtle variations in roof form and height.
- 6.9.11 Where appropriate, the first storey of a building shall have a greater floor to ceiling height to accommodate a range of non-residential uses.
- 6.9.12 New development should be fully accessible by incorporating universal design principles to ensure barrier-free pedestrian circulation.
- 6.9.13 Rooftop mechanical equipment shall not be visible from view from the public realm.
- 6.9.14 Outdoor amenity areas on buildings should incorporate setbacks and screening elements to ensure compatibility with the local context.

6.9.15 Buildings should be sited to maximize solar energy, ensure adequate sunlight and skyviews, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows.

## Part D: Land Use Designations and Policies



### Section 12: Mixed Use

The Mixed Use designations provide areas where residential, commercial and office uses are integrated in a compact urban form at higher development intensities. Mixed Use areas are to be pedestrian-oriented and transit-supportive.

- 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.
- 12.1.3 The Mixed Use designations are intended to create animated streets by providing retail and service commercial uses on the ground floor of mixed use buildings, fronting onto the street and other pedestrian environments. The location and size of any use on upper and/or lower floors within mixed use buildings will be determined through the *development* process and regulated by the implementing zoning.

12.1.4 All *development* within the Mixed Use designations shall be of a high quality design that considers the integration of new and existing buildings, as well as building façade treatment.

## **12.2 Main Street 1**

The Main Street 1 designation represents small scale, mixed use development along main streets and is intended to reflect a pedestrian-oriented, historic main street character.

### **12.2.1 Permitted Uses**

- a) A wide range of retail and service commercial uses, including restaurants, commercial schools, *offices, places of entertainment, indoor sports facilities, hotels and residential uses, may be permitted in the Main Street 1 designation. The ground floor of buildings in the Main Street 1 designation shall be primarily occupied by retail and service commercial uses. Limited office uses, and ancillary residential uses, may also be permitted on the ground floor of mixed use buildings.*
- b) The requirement for and the size and location of retail, service commercial and office uses on the ground floor of buildings shall be determined through the development process and regulated by the implementing zoning.

### **12.2.2 Building Heights**

- a) Buildings within the Main Street 1 designation shall be a minimum of two storeys in height and a maximum of four storeys in height.

### **12.2.3 Parking**

- a) Surface parking shall be provided only within a side and/or rear yard. Surface parking on corner lots shall only be permitted in the rear yard.

## **Part E: Growth Areas, Special Policy Areas and Exceptions**

### **Section 23: Kerr Village**

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

#### **23.1 Goal**

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

#### **23.2 Objectives**

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

23.2.1 Create opportunities for new, sustainable growth by promoting compact urban form with higher density development through compatible development and redevelopment opportunities.

23.2.2 Enhance the mobility of all users with the provision of transit priority measures and increase levels of service through the development process by:

- a) promoting pedestrian and cycling-oriented mixed use development, with improved connections to the Downtown as well as the GO train station and proposed employment hub in Midtown Oakville;
- b) improving circulation, connections and access for cyclists, pedestrians and public transit; and,
- c) increasing efficiencies for alternate modes of transportation by encouraging compact urban form.

23.2.3 Create an attractive public realm by:

- d) promoting high quality streetscapes and open spaces to create a comfortable, accessible and unique community; and,
- e) ensuring appropriate transitions occur between the main street areas and the lower density residential neighbourhoods.

### **23.3 Development Concept**

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

#### **23.3.3 Lower Kerr Village District**

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

### **23.4 Functional Policies**

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

#### **23.4.1 Transportation**

b) Through the development process, attractive transit environments are encouraged to include transit passenger amenities, minimal surface parking, and other travel demand management strategies to encourage transit ridership.

c) Parking

- i. Surface parking lots shall be limited. Where surface parking is provided, the visual impact of large surface lots shall be mitigated by a combination of setbacks and significant landscaping including:
  - pavement treatment;
  - low walls or decorative fencing;
  - landscape material; and,
  - trees and lighting throughout parking lots and along the edges.
- ii. Access to parking and servicing areas should not occur from Kerr Street but from local streets, service lanes and to the side or rear of buildings.
- iii. On-street parking shall be maintained throughout Kerr Village with the exception of Speers Road and Kerr Street north of Speers Road. It is the intent that on-street parking shall be permitted at all times.

d) Bicycle facilities are encouraged throughout Kerr Village with the appropriate signage and infrastructure such as bicycle racks and bicycle lockers.

23.4.2 Minimum Density – A minimum planned density shall be established for Kerr Village through Provincial plan conformity coordinated with Halton Region.

## **23.5 Urban Design**

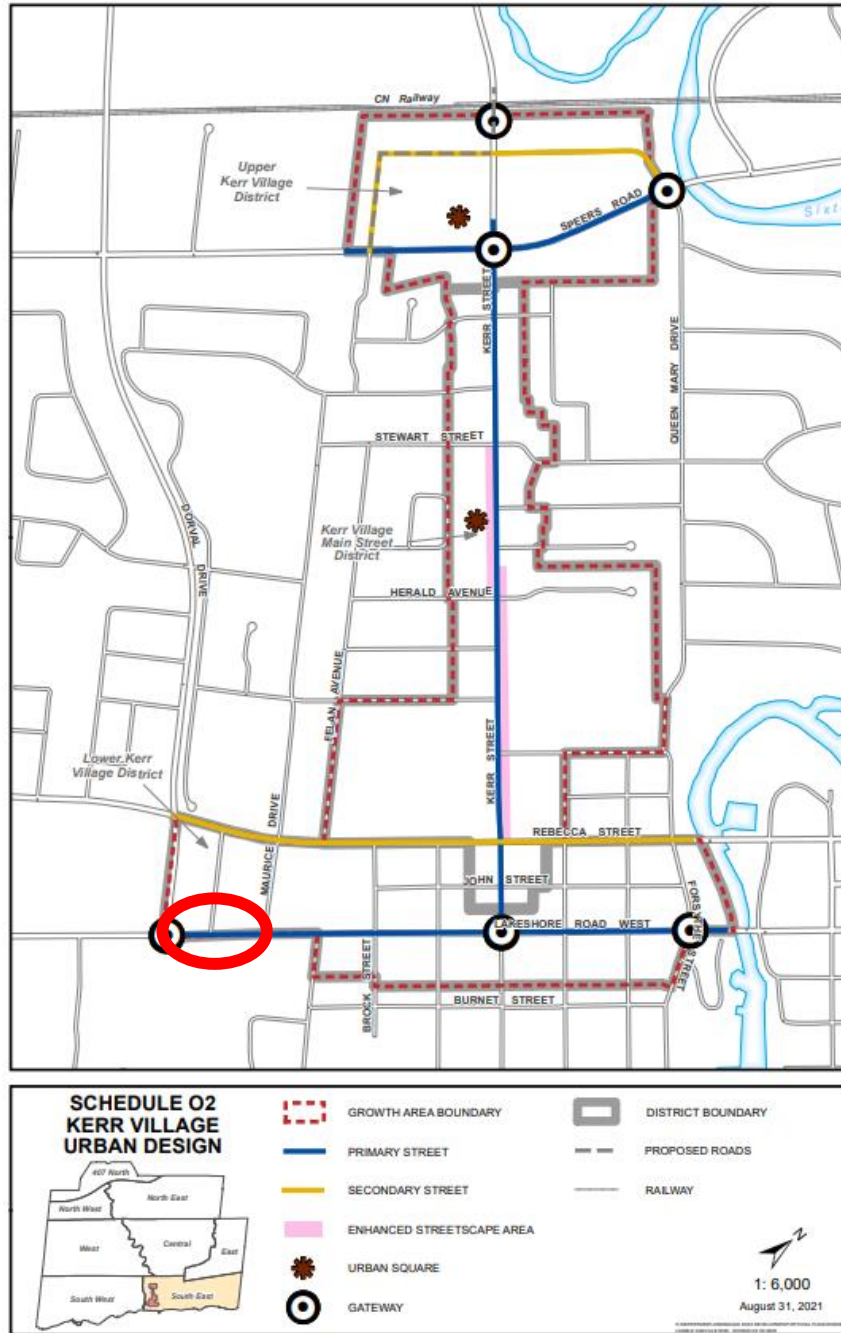
In addition to the Urban Design policies in section 6 of this Plan, the following policies shall apply specifically to Kerr Village. The urban design plan for Kerr Village is provided on Schedule O2.

### **23.5.1 General**

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

### **23.5.3 Streetscapes**

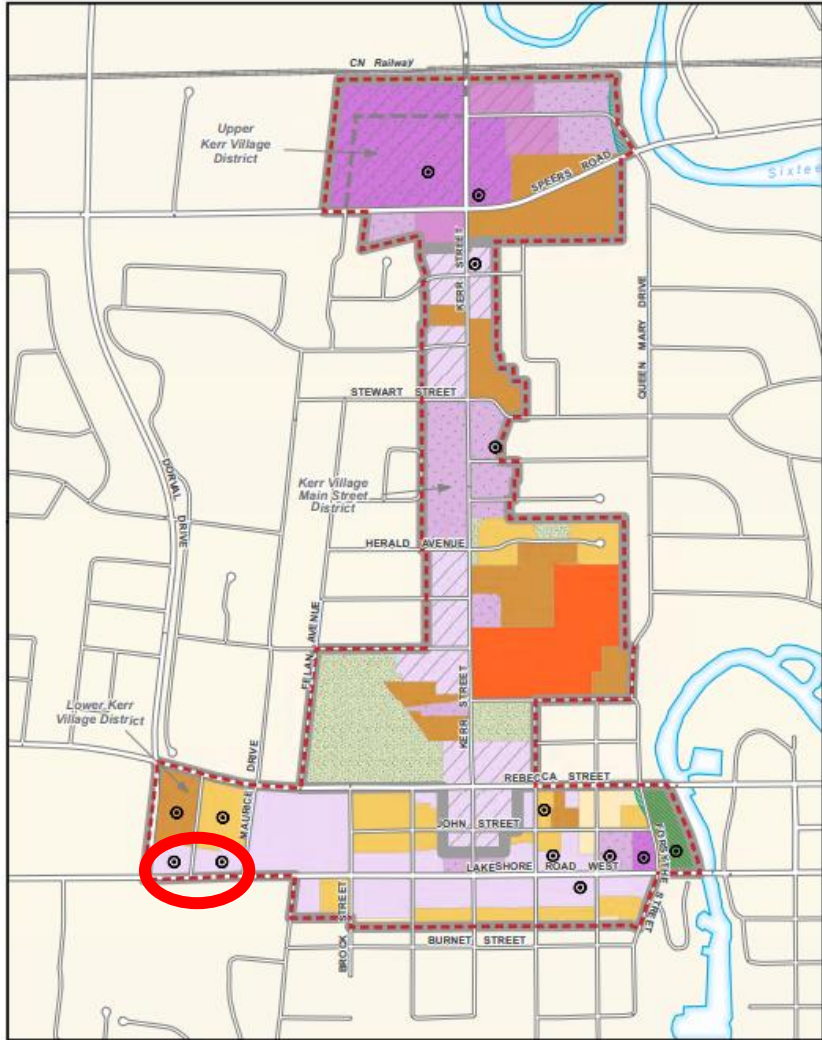
- a) Primary and secondary streets, as identified on Schedule O2, shall provide for pedestrian-oriented streetscapes through the use of wide sidewalks, landscaping and furnishings.
- b) Buildings along primary streets, as identified on Schedule O2, shall:
  - i. incorporate a high degree of transparency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



### 23.7 Kerr Village Exceptions – Schedule O1

23.7.9 On the lands designated Main Street 1 at the southwest corner of Lakeshore Road West and Chisholm Street, a maximum building height of five storeys may be permitted, conditional on the owner entering into an agreement under section 37 of the *Planning Act*.





### SCHEDULE O1 KERR VILLAGE LAND USE

	GROWTH AREA BOUNDARY		PARKS AND OPEN SPACE
	LOW DENSITY RESIDENTIAL		GREENBELT - URBAN RIVER VALLEY
	MEDIUM DENSITY RESIDENTIAL		LANDS ELIGIBLE FOR BONUSING
	HIGH DENSITY RESIDENTIAL		DISTRICT BOUNDARIES
	MAIN STREET 1		PROPOSED ROADS
	MAIN STREET 2		RAILWAY
	URBAN CENTRE		Refer to Part E, Kerr Village, for Growth Area Policies
	URBAN CORE		Refer to Part E, Kerr Village, for Village Exceptions
	INSTITUTIONAL		

**1: 6,000**  
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23.7.5 The lands designated Medium Density Residential and High Density Residential in the general vicinity of Rebecca Street, Garden Drive, and Maurice Drive are subject to the following additional policies:

- a) On the lands designated Medium Density Residential, only *multiple attached dwellings* may be permitted with a maximum building height of three storeys.
- b) On the lands designated High Density Residential, only townhouses and apartments may be permitted with a maximum building height of four storeys.
- c) Redevelopment in accordance with a) and b), above, shall only occur when all of the lands within a *development* block have been acquired for *development* purposes.
  - i) Lands designated High Density Residential, between Dorval and Garden Drives, make up one *development* block.
  - ii) Lands designated Medium Density Residential along Rebecca Street, east of Garden Drive, constitute two *development* blocks.
- iii) The remaining lands designated Medium Density Residential, between Garden Drive and Maurice Drive, make up two *development* blocks:
  - one *development* block fronting Garden Drive, which may be developed for a maximum of 18 *multiple attached dwelling* units and at a maximum density of 53 units per *site hectare*; and,
  - the second *development* block fronting onto Maurice Drive to be developed in accordance with the Medium Density Residential land use and policy provisions of the Plan.
- d) Redevelopment in accordance with a) and b), above, shall only occur upon confirmation of adequate water and wastewater services, the suitability of the adjoining roads to accommodate traffic and the submission of a block plan indicating the integration of the proposed redevelopment within the overall area.
- e) Redevelopment in accordance with a), above, shall be subject to urban design guidelines approved by the Town.
- f) Notwithstanding the above, the lands may continue to be used for the existing single detached dwellings until such time as comprehensive redevelopment occurs.

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

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