



**THE CORPORATION OF THE TOWN OF OAKVILLE**

*\*DRAFT\* 2017-10-05*

**BY-LAW NUMBER 2017-\_\_\_**

Official Plan Amendment \_\_\_

A by-law to adopt an amendment to the Livable Oakville Plan, Official Plan Amendment Number \_\_\_ (Speers Road Corridor Special Policy Area, File: 42.23.007)

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; and,

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; and,

WHEREAS it is deemed necessary to pass an amendment to the Livable Oakville Plan to implement recommendations of the Speers Road Corridor Study;

**COUNCIL ENACTS AS FOLLOWS:**

1. The attached Amendment Number \_\_\_ to the Livable Oakville Official Plan is hereby adopted.
2. Pursuant to subsection 17(27) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, this Official Plan Amendment comes into effect upon the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to subsections 17(24) and (25). Where one or more appeals have been filed under subsection 17(24) and (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Municipal Board.
3. In the event that the Regional Municipality of Halton, being the Approval Authority, declares this Official Plan Amendment to be not exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for

approval of the aforementioned Amendment Number \_\_\_ to the Livable Oakville Official Plan.

PASSED this \_\_\_ day of \_\_\_\_\_, 2017

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

**Official Plan Amendment Number \_\_\_\_  
to the Town of Oakville’s Livable Oakville Plan**

**Constitutional Statement**

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

**Part 1 – Preamble**

**1. Purpose**

The purpose of the proposed official plan amendment is to modify the text and schedules of the Livable Oakville Plan pertaining to the Speers Road Corridor to implement the findings of the Speers Road Corridor Study being undertaken as part of the town’s Official Plan Review.

The effect of the proposed amendment includes new policies which identify the Speers Road Corridor as:

- a ‘Special Policy Area’ having an area-specific goal, objectives, development concept and policies to guide future development;
- an intensification corridor with policies to direct intensification opportunities;
- an employment area and an employment mixed use corridor providing a broadened range and mix of permitted uses for business and economic activities;
- an emerging Regional Transit Priority Corridor with associated transportation policies.

The proposed policies also identify the Bronte GO Station as a major transit station area requiring further study and provides interim policies.

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

- Section 26, Special Policy Areas;

- Section 27.1, Exceptions – South West Schedule F;
- Section 28, Interpretation - Glossary;
- Schedule F – South West Land Use; and,
- Schedule G – Bronte East Land Use.

## 2. Background

- Council adopted the Livable Oakville Plan on June 22, 2009. Halton Region then approved the Plan, with modifications, on November 30, 2009, as it was deemed to conform to the Growth Plan, and be consistent with the Provincial Policy Statement, 2005, and the Region’s Official Plan, as amended, including the proposed ROPA 38. That decision was appealed by a number of parties.
- Following the resolution of a majority of the appeals, the Ontario Municipal Board approved the Plan with further modifications on May 10, 2011.
- Throughout 2012, the Board approved additional modification to resolve outstanding site-specific appeals.
- The Livable Oakville Plan is in force except for five outstanding site-specific appeals, two to the Livable Oakville Plan (OMB Case No. PL100058) and three to OPA 4 (OMB Case No. PL140317).
- The Livable Oakville Plan identifies Speers Road as a corridor that should be studied to confirm long-term land uses and opportunities for suitable intensification.

## 3. Basis

- Section 26 of the *Planning Act*, as amended, requires municipalities to review their official plans no less frequently than 10 years after it comes into effect as a new official plan and every five years thereafter, unless the plan has been replaced by another new official plan.
- On May 11, 2015, Planning and Development Council hosted a Special Public Meeting and received a staff report commencing the Official Plan Review. The report identified that the Speers Road Corridor Study would form part of the Employment and Commercial Review being undertaken as part of the Official Plan Review.

- On November 1, 2016, the Livable Oakville Council Subcommittee (subcommittee) received an Employment and Commercial Review report, prepared by a consulting team retained by the town. The report provided recommendations for the Speers Road Corridor.
- On March 20, 2017, the subcommittee received a report providing a review of policies and plans which may impact the long-term land uses and intensification opportunities along Speers Road, as well as a preliminary analysis of conditions along the corridor. The report provided policy directions to be considered during a future policy development phase of the study.
- On July 1, 2017, the Growth Plan for the Greater Golden Horseshoe (2017) came into force and effect.
- On September 11, 2017, the subcommittee received a report from staff providing draft policies for the Speers Road Corridor Special Policy Area for review, comment and discussion.
- On September 26, 2017, Planning and Development Council adopted a by-law introducing a new Urban Structure for the Livable Oakville Plan, identifying the Speers Road Corridor as an Employment Area, Employment Mixed-Use Corridor, and Regional Transit Priority Corridor. It also identifies the Bronte GO major transit station area as an area for further study.
- On October 24, 2017, two public information meetings were held to solicit public input on a draft official plan amendment for the Speers Road Corridor Special Policy Area.
- On November 6, 2017, an open house and a Statutory Public Meeting of Planning and Development Council, required by the *Planning Act*, was held to solicit public comments.
- Notice of the Statutory Public Meeting regarding the proposed Official Plan Amendment was published in the local newspaper, circulated to the agencies and public bodies prescribed by the *Planning Act*, and emailed to the Official Plan Review E-blast distribution list, on or before October 17, 2017.
- The proposed amendment was available for public review in the Planning Services Department at Town Hall, 1225 Trafalgar Road, and on the town's website ([www.oakville.ca/planoakville/speers-road-corridor-study.html](http://www.oakville.ca/planoakville/speers-road-corridor-study.html)), on or before October 17, 2017, being at least 20 days before the Statutory Public Meeting.

**Part 2 – The Amendment**

**A. Text Changes**

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

Item No.	Section	Description of Change
1.	<b>NEW - 26.4</b> SPECIAL POLICY AREAS Speers Road Corridor	Insert a new policy section <b>26.4 Speers Road Corridor</b> , as provided in APPENDIX I, and renumber the subsequent policies in Section 26 accordingly.
2.	<b>26.4.2</b> SPECIAL POLICY AREAS Corridors	Renumber as policy 27.4.2 as per Item No.1 above, and delete the policy.
3.	<b>27.1.11</b> EXCEPTIONS South West Exceptions	Delete exception policy 27.1.11 and renumber the remaining sections accordingly.
4.	<b>27.1.12</b> EXCEPTIONS South West Exceptions	Delete exception policy 27.1.12 and renumber the remaining sections accordingly.
5.	<b>29.5</b> INTERPRETATION Glossary	Insert the following definitions alphabetically into the list of defined terms:  <i><b>Arterial commercial</b></i> means a business carrying out economic activities which may serve a local or broad market area providing specialized services or products having a low intensity retail function and which does not serve the day to day needs of the public. Due to their business activity or function they are distinct from uses that normally locate within planned commercial shopping areas, retail centres or plazas.  <i><b>Major retail</b></i> means large-scale or large-format stand-alone retail stores or retail centres that have the primary purpose of commercial activities.

## B. Schedule Changes

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

Item No.	Schedule	Description of Change
6.	<b>Schedule F</b> South West Land Use	Amend Schedule F to: <ul style="list-style-type: none"> <li>- include the “Special Policy Area – Speers Road Corridor” boundary; and,</li> <li>- remove the “exception” symbols on the mapping which are to be deleted as per item 3 and 4 above.</li> </ul> <p>Note: Additional changes to the land use designations within the Speers Road Corridor Special Policy Area are being considered as part of the <i>Employment and Commercial Review Official Plan Amendment</i>. That amendment includes changing the “Office Employment” designation, located south of Speers Road between Bronte Road and Fourth Line, to “Business Employment”.</p>
7.	<b>Schedule G</b> South East Land Use	Amend Schedule G to include the “Special Policy Area – Speers Road Corridor” boundary.

# APPENDIX 1

## Changes to the Text of the Livable Oakville Plan for the Speers Road Corridor Special Policy Area

### 26.4 Speers Road Corridor

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 *Special Policy Area* known as the Speers Road Corridor. This *Special Policy Area* is an employment mixed use corridor and a *regional transit priority corridor*, as shown on Schedule A1, Urban Structure.

The corridor is a multi-purpose arterial providing an important east-west linkage across the town. It connects the Bronte GO *Major Transit Station Area*, the Kerr Village Growth Area, the Midtown Oakville *Urban Growth Centre*, and the *employment area* in between.

The boundary of the Speers Road Corridor *Special Policy Area* 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 *Special Policy Area*.

#### 26.4.1 Goal

The Speers Road Corridor will support the town's urban structure as an *intensification corridor* and *regional transit priority corridor* which will be a *multi-modal, transit-supportive, employment area* where a wide range and mix of business and economic activities can thrive.

#### 26.4.2 Objectives

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 *Special Policy Area*.

- a) Recognize the unique context of the Speers Road Corridor *employment area* as an employment mixed use corridor by:
  - i) supporting employment generating uses as well as population related employment opportunities which serve to enhance the viability of the surrounding *employment areas* and serve nearby employees, residential areas and the public at large;



- ii) supporting non-traditional employment *development* including compact mixed use *development* that incorporates employment with appropriate commercial uses;
  - iii) integrating the Speers Road Corridor *employment area* with adjacent non-employment areas 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.
- b) Support the role of Speers Road as an *intensification corridor* by:
- i) fostering conditions to enable *intensification*, including brownfield redevelopment;
  - ii) increasing employment density permissions above the current condition;
  - iii) promoting a compact and *transit-supportive* built form; and,
  - iv) encouraging land assembly to support comprehensive redevelopment.
- c) Support the role of Speers Road as a *regional transit priority corridor* by:
- i) ensuring new *development* and road improvements are designed to be *transit-supportive*;
  - ii) creating a *multi-modal* 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 *development* considers the evolving function of Speers Road over the long-term and protects for future road improvements to enable a *multi-modal* environment; and,
  - v) emphasizing the importance of the corridor as a key component of the town and region-wide transportation network.

### 26.4.3 Development Concept

The Speers Road Corridor is a six kilometer multi-purpose arterial stretching from Bronte Road to Kerr Street. The corridor consists of a mix of existing employment and

*arterial commercial* uses, including motor vehicle related uses, which serve both a local and broad market area. Uses within the Speers Road Corridor *Special Policy Area* 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.

It is the intent of this Plan to enable *intensification* opportunities, *transit-supportive development* 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.

a) Bronte Creek to East of Third Line District

New *development* within this district will support the establishment of a westerly node around the Bronte GO Station. This area, which is currently an *employment area*, will evolve as a *major transit station area* and will be planned to accommodate growth and a minimum density target of 150 residents and jobs combined per hectare. A future study of this *major transit station area* will update the policies for this area to establish boundaries, the mix of land uses including residential uses, and the intensity, form and scale of *development*. The study will be coordinated with Halton Region and will consider, among other matters, moving the existing bus transit terminal to the south side of the train tracks with access from Speers Road.

The Bronte GO *major transit station area* is intended to support greater *development* densities than the adjacent areas along the corridor. *Major office* and appropriate major institutional uses will continue to be directed to this area. *Development* outside of the future Bronte GO *major transit station area* will remain as an *employment area* and will be designed to integrate with and support the node and *regional transit priority corridor*.

b) East of Third Line to Fourth Line District

This district will contain a mix of employment and *arterial commercial* uses and functions and is expected to maintain a larger industrial presence on the north side of Speers Road. The area will provide for modest intensification opportunities, with an increased focus on pedestrian facilities.

c) Fourth Line to Kerr Street District

This district will contain a mix of employment and *arterial commercial* uses and functions. 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 *intensification* opportunities to take advantage of existing broader transportation connections, including transit, and to integrate the Speers Road Corridor *employment area* with the adjacent Kerr Village Main Street Growth Area to achieve a vibrant, mixed use area.

#### 26.4.4 Functional Policies

In addition to the policies in Part C and D of this Plan, the following functional policies apply to the Speers Road Corridor *Special Policy Area*.

##### a) Transportation

- i) Speers Road will evolve as a *regional transit priority corridor*. Road improvements undertaken for the *regional transit priority corridor* should consider opportunities to implement infrastructure, technology and operational improvements to improve travel speed, reliability, and convenience of transit service.
- ii) In balancing the objectives for Speers Road as a *regional transit priority corridor* and an *intensification corridor*, the Town shall, when undertaking road improvements, work to limit property impacts which would significantly lessen *development* and *intensification* opportunities.
- iii) In accordance with section 8.4 and notwithstanding the required right-of-way widths shown in Table 4, Functional Classification of Roads, it is anticipated that Speers Road will require additional right-of-way to accommodate improvements identified in the Transportation Master Plan, Active Transportation Master Plan, and as an evolving *regional transit priority corridor*. Until such time that the ultimate right-of-way is incorporated into this plan, site plans for new *development* shall consider and incorporate interim measures needed to protect for future road improvements.
- iv) Notwithstanding Schedule D, Active Transportation Master Plan, the preferred cycling facility type along Speers Road shall be a buffered bike lane.
- v) Road improvements shall incorporate pedestrian sidewalks and should consider opportunities for pedestrian signals, where appropriate, where limited pedestrian crossings are available.

##### b) Parking

- i) To facilitate *transit-supportive* design, minimized surface parking areas, underground parking, and structured parking that is located away from Speers Road frontages, shall be encouraged. Where surface parking is provided, it should be located in the rear or side yard.
- ii) Front yard parking shall be minimized to the extent possible. No greater than two rows of parking and its associated drive aisle shall be permitted in a front yard.
- iii) The arrangement and location of on-site parking shall take into consideration the need for future road improvements. Front yard parking may be used as an interim condition prior to road improvements taking place.
- iv) Shared driveways between adjacent properties are encouraged. Multiple driveway accesses from individual properties to Speers Road are discouraged and shall be restricted and reduced where feasible.
- v) Shared parking areas between adjacent properties are encouraged, to the satisfaction of the town, which:
  - reduce the requirement for individual driveway access; and,
  - reduce required parking standards for *development* that demonstrates, through a *transportation demand management* plan and implementation strategy, a reduction in parking is appropriate.

c) Urban Design

- i) *Development* shall conform with the policies relating to urban design set out in Part C.
- ii) *Developments* shall be designed to be *transit-supportive* including support for active transportation.
- iii) Permitted uses within the *Special Policy Area* are encouraged to locate in employment-commercial mixed use buildings that create a compact built form.
- iv) Where *development* is proposed on a lot abutting the existing residential area, it shall be designed to achieve an appropriate transition between the new *development* and existing residential area, which may include *compatible* built form including appropriate transition of height, spatial separation and landscape buffering.

- v) *Developments* should incorporate improved pedestrian access from Speers Road into the adjacent residential areas where opportunities exist.
  - vi) Urban design guidelines may be prepared for the Speers Road Corridor *Special Policy Area* and incorporated into the Livable by Design Manual, as amended.
- d) Accommodating Intensification
- i) Property consolidation and land assembly to allow comprehensive site design and *development* proposals that are *transit-supportive* are encouraged.
  - ii) Notwithstanding section 14.1.3, a minimum building height of two storeys shall be required at the time of property redevelopment.
  - iii) New uses and *development* which provide increased employment densities over the existing condition shall be encouraged.
  - iv) A new criterion shall be developed for assessing consent applications for the Speers Road Corridor *Special Policy Area*.
- e) Minimum Density
- i) A minimum employment density target, measured in jobs per hectare, shall be established for the Speers Road Corridor *Special Policy Area* in coordination with Halton Region.

#### 26.4.5 Land Use Policies

Land use designations for the Speers Road Corridor *Special Policy Area*, 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 *Special Policy Area*.

- a) *Major retail* uses shall not be permitted.
- b) Where *arterial commercial* uses are permitted within the *Special Policy Area* they shall be limited in size. *Arterial commercial* uses shall be determined in the implementing zoning by-law.
- c) On lands designated Business Employment within the Speers Road Corridor *Special Policy Area* the following additional policies apply:

- i) Notwithstanding section 14.4.1 and 14.4.2, indoor sports facilities, places of entertainment, *arterial commercial* uses, service commercial uses, and accessory retail in conjunction with another permitted employment use may also be permitted. *Major offices* may also be permitted within 500 metres of the Bronte GO Station.
  - ii) *Arterial commercial* and service commercial uses, which include retail showrooms, on sites designated Business Employment shall not exceed the greater of:
    - 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 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) Notwithstanding section 14.4.4, new outdoor storage areas shall not be permitted on lots abutting the residential area.
- d) On the lands designated Industrial within the Speers Road Corridor *Special Policy Area* the following additional policies apply:
- i) Notwithstanding section 14.5.1, office uses, hotels, public halls, and places of entertainment may also be permitted.
- e) On the lands designated Business Commercial within the Speers Road Corridor *Special Policy Area* the following additional policies apply:
- i) Notwithstanding section 14.6.1, light industrial uses such as manufacturing, assembling, processing, fabricating, repairing, warehousing and wholesaling may also be permitted. *Arterial commercial* uses, indoor sports facilities and places of entertainment may also be permitted.
  - ii) In addition to section 14.6.3, *arterial commercial* uses shall not exceed 2,500 square meters in total floor area.
  - iii) Areas in proximity to intersections shall be the focus for concentrations of retail and service commercial uses.

In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to the Speers Road Corridor *Special Policy Area*.

a) Consents (Severances)

- i) In addition to the criteria to grant a consent in section 28.12.2, applications for consent for a new lot may only be granted where the severance does not fragment the lotting fabric which would preclude comprehensive site design, *development* and restrict *intensification* from taking place in accordance with the policies for the Speers Road Corridor *Special Policy Area* on the retained and new lot.

b) Phasing/Transition

- i) *Development* will likely occur gradually over the long-term and be coordinated with the provision of infrastructure, including:
  - transit service;
  - *multi-modal* transportation improvements;
  - water and wastewater services; and,
  - streetscape improvements.
- ii) The uses and buildings that legally existed prior to the adoption of this Plan may be permitted to continue, however, they are intended to be used and redeveloped in conformity with this Plan.
- iii) Reductions to the minimum building height required for the Speers Road Corridor *Special Policy Area* may be considered during the *development* review process for buildings, or part thereof, containing employment uses such as warehousing or manufacturing, which due to the operational function of the employment use cannot otherwise be accommodated within a two story building.
- iv) The redevelopment of existing low-rise buildings will occur gradually over the long-term. Notwithstanding the minimum building height required by the Speers Road Corridor *Special Policy Area*, a change in use within an existing building, building additions and alterations may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the property.
- v) The area around the Bronte GO Station is a *major transit station area* where *major office* and appropriate major institutional uses will be directed. Until such time that the Bronte GO *major transit station area* is geographically

delineated, in consultation with Halton Region, the policies of the Speers Road Corridor *Special Policy Area* shall apply. Notwithstanding, *development* shall have regard for the objectives and concept for this area. *Development* which would adversely affect the achievement of the objectives and concept for this area shall be prohibited.

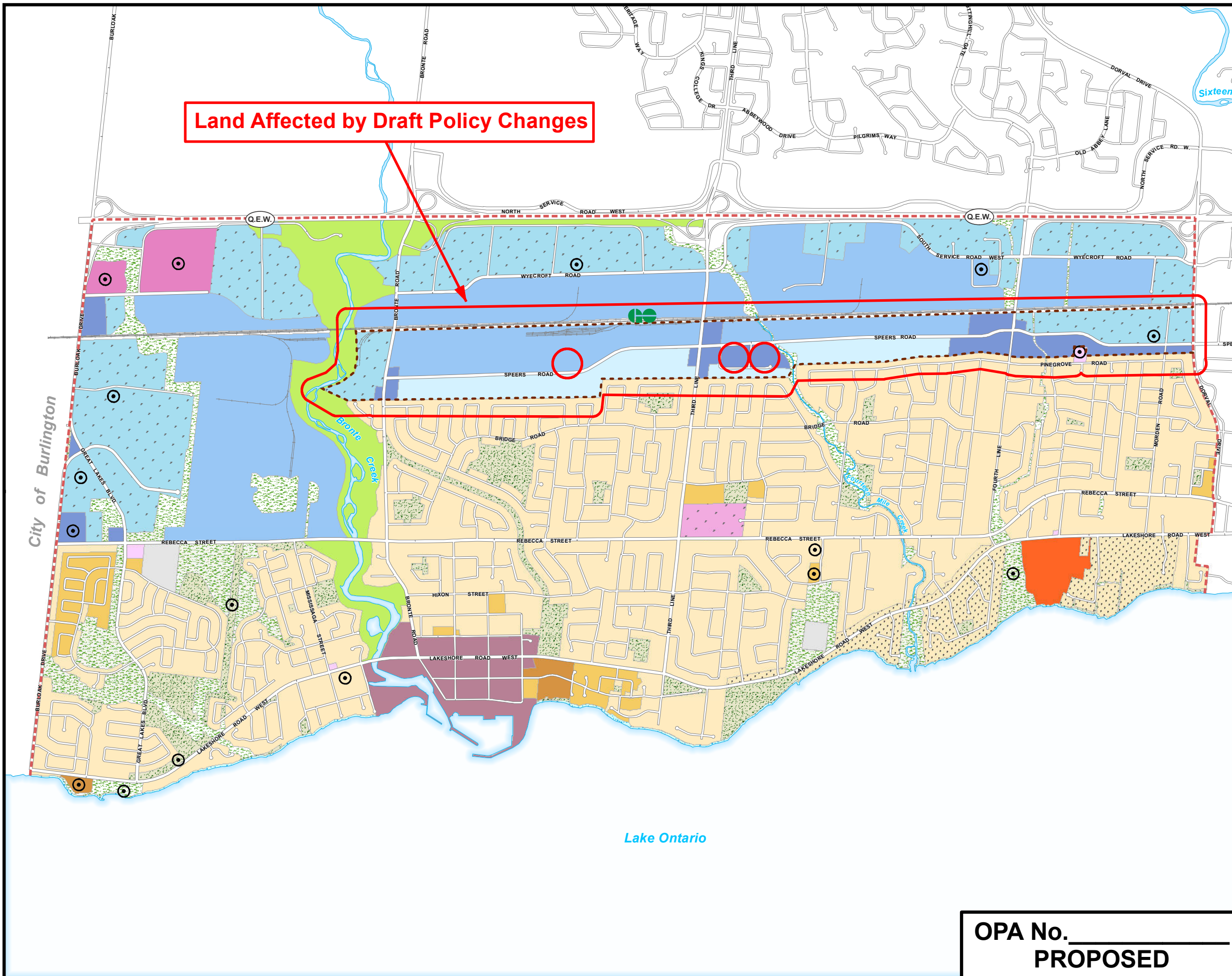
c) Programs and Initiatives

- i) As part of updating the Town's Economic Development Strategy, the Town shall integrate and align the land use planning objectives with the economic goals and strategies to retain and attract investment and employment for the Speers Road Corridor *Special Policy Area*.
- ii) The Town shall prepare a *community improvement plan*, in accordance with section 28.14 of this Plan and the *Planning Act*, for brownfield redevelopment which includes the Speers Road Corridor *Special Policy Area*.
- iii) The Town shall, in consultation with Halton Region, update the policies for the Speers Road Corridor *Special Policy Area*, as required, in coordination with the:
  - Region of Halton Mobility Management Strategy;
  - Region of Halton *municipal comprehensive review* including the development of an employment strategy; and,
  - Region of Halton's delineation of the Bronte GO *major transit station area*.

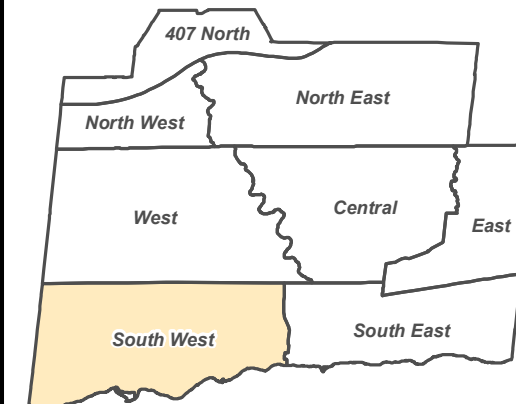


**APPENDIX 2**  
**Changes to the Schedules of the Livable Oakville Plan for the**  
**Speers Road Corridor Special Policy Area**

DRAFT



# SCHEDULE F SOUTH WEST LAND USE



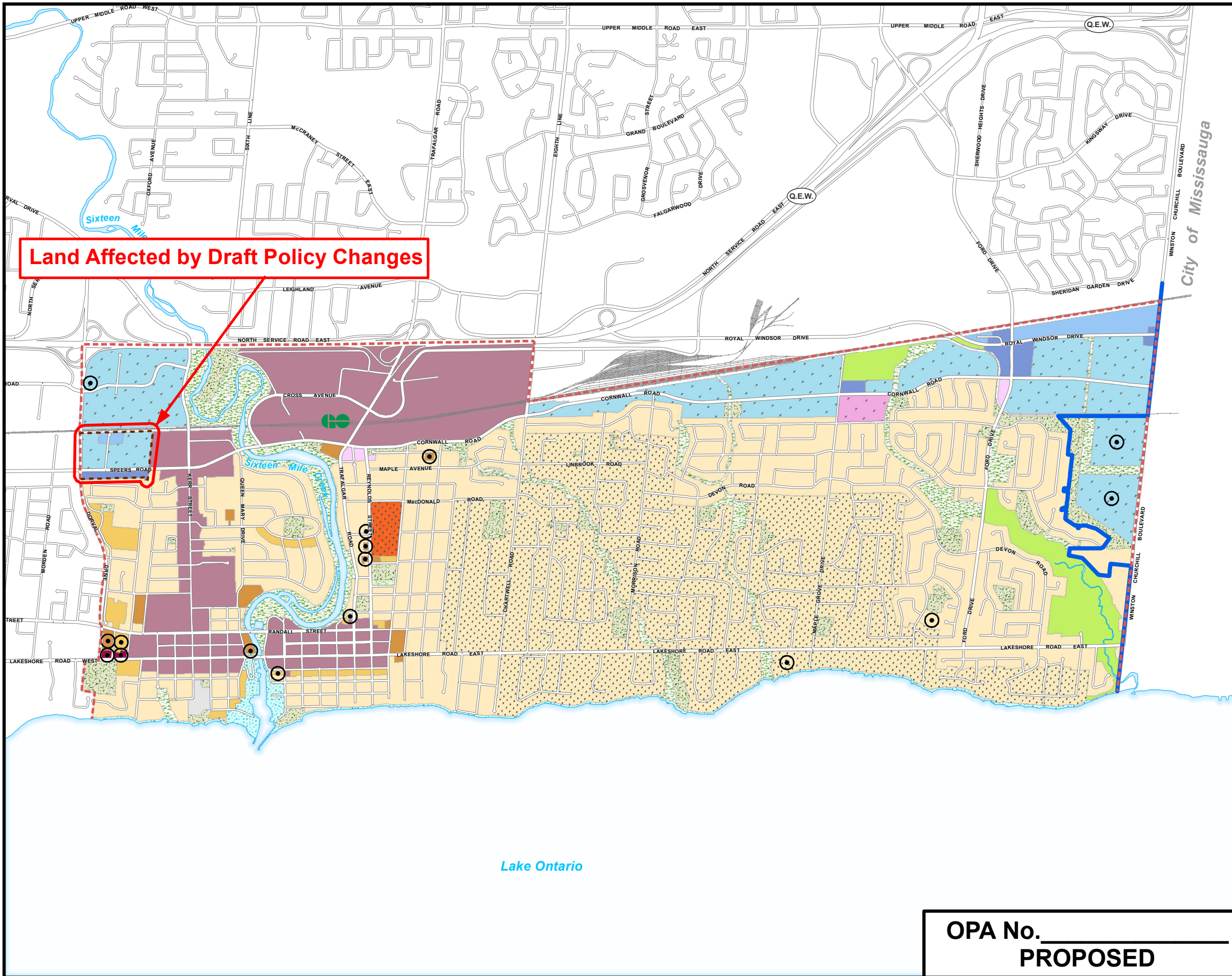
- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- CORE COMMERCIAL
- OFFICE EMPLOYMENT
- BUSINESS EMPLOYMENT
- INDUSTRIAL
- BUSINESS COMMERCIAL
- INSTITUTIONAL
- NATURAL AREA
- PARKWAY BELT
- PARKS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

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



1:25,000  
 October 2, 2017

**OPA No. \_\_\_\_\_**  
**PROPOSED**



**Land Affected by Draft Policy Changes**

## SCHEDULE G SOUTH EAST LAND USE

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

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

1:25,000  
October 2, 2017

S:\DEPARTMENT\PLANNING\OPAs\_LIVABLE\_OAKVILLE\2017\OPA\_BRAD\...SCHEDULE G OPA BRAD - PROPOSED.mxd

**OPA No. \_\_\_\_\_**  
**PROPOSED**