

Appendix B: Livable Oakville Plan Excerpt

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

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

Part C, 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."

Part C: 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."*

6.7 Urban Squares

“6.7.2 Urban Squares should be included in development proposals, where appropriate, and dedicated to the Town or may remain in private ownership with public access granted.

6.7.3 Large development projects are encouraged to include a single, large urban square or a series of smaller urban square.”

This phase of the development block will include an urban square in the northern portion of the site that will be integrated into future phases of the development.

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 Transit

“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 12.5 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.”

Section 21.2.1 to 21.2.3 outlines policies that direct development to contribute to a mix of medium and high density housing types, including affordable housing, encouraging a concentration, mix and massing of buildings as well as appropriately applying transitioning policies.

Section 21: Uptown Core

“21.2.2 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.”*

Section 21.7.2 outlines the Uptown Core bonusing policies, including requirements to support the additional height and the public benefits that are considered appropriate in the Uptown Core.

“21.7.2 a) The Town may allow increases of up to four storeys beyond the maximum permitted building height in the areas of the Uptown Core delineated on Schedule M2, without amendment to this Plan. The additional height may be allowed in exchange for the provision of public benefits as listed in section 28.6.2, and with priority given to those public benefits noted in section 21.7.2 c).

b) Bonusing shall only be permitted within the Uptown Core if supported by a transportation impact analysis which identifies cumulative impacts and confirms that the additional development will not adversely impact the transportation network or, where cumulative impacts are identified, that such impacts are accommodated through transportation improvements which are to be provided through agreement by the applicant.

c) Public benefits considered appropriate for the application of increased height and density in the Uptown Core may include, but are not limited to:

- i) a pedestrian boardwalk along the west edge of the pond in Memorial Park, south of Wellspring;*
- ii) a trail system around the ponds in Memorial Park including a pedestrian bridge crossing;*
- iii) the completion of the Trafalgar Memorial space;*
- iv) affordable housing;*
- v) underground public parking;*
- vi) grade separated pedestrian/cycling facilities over Dundas Street and/or Trafalgar Road; and,*
- vii) transit (conventional and rapid transit).”*

28.6 Bonusing

“28.6.1 Development standards may be incorporated into the Zoning By-law to permit increases in height and/or density of development, where such development provides public benefits above and beyond what would otherwise be required.”