

Appendix A: 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 3: Urban Structure

3.2 states that *“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 missed use, higher density development: Midtown Oakville (urban growth centre), Uptown Core, Palermo Village, Downtown Oakville, Bronte Village and Kerr Village.”*

Section 4.1: Growth Areas

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

“Bronte Village, Kerr Village and Downtown Oakville are also Growth Areas. These areas are intended to develop as mixed use centres with viable main streets. ... Downtown Oakville will continue to provide intensification opportunities within its defined planning framework.”

These areas, as stated in the Livable Oakville Plan, 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 existing streetscape treatments.

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 Transit

“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 12.3 speaks to the Main Street 2 designation:

“The Main Street designation shall provide for mixed use development characterized by high quality design standards and appropriately scaled pedestrian environmental for emerging Growth Areas...”

12.3.2 Building Heights

- a) “Buildings within the Main Street 2 designation shall be a minimum of four storeys in height.*
- b) Additional building height may be considered in accordance with the applicable bonusing policies in this Plan.”*

Section 25: Downtown Oakville

25.2.2 c) “creating an attractive public realm and ensuring new development is planned to support street-related, pedestrian-oriented environments.”

25.3 Development Concept

“Downtown Oakville is comprised of the land use designations as shown on Schedule Q1. This area is intended to accommodate new commercial, office, residential, community and cultural uses through intensification.”

25.5.3 Streetscapes

- c) “Buildings along secondary streets, as identified on Schedule Q2, should:
 - i) Incorporate a high degree of transparency on the ground floor;

- ii) Provide building openings and principle entrances facing the street; and,
- iii) Contain commercial, community, cultural or limited offices uses adjacent to the street which support the main street district, and may also contain residential uses on the ground floor.”

25.5.6 Built Form

- c) “Buildings greater than four storey in height should be stepped back above the fourth storey where they front Church Street and/or Randall Street.

25.6.3 Stand-alone Uses

- a) “On the lands designated Main Street 1, Main Street 2 or Urban Core on Schedule Q1:
 - ii) new stand-alone or single-use residential buildings may be permitted on lots that do not abut Lakeshore Road East.”

Section 25.8.2 outlines the Downtown Oakville bonusing policies, including requirements to support the additional height and the public benefits that are considered appropriate in Downtown Oakville.

“25.8.2 a) The Town may allow for increases of up to two storeys beyond the maximum permitted building height in the areas of Downtown Oakville delineated on Schedule Q1, 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 25.8.2 b).

- b) *Public benefits considered appropriate for the application of increased height and density in Downtown Oakville may include, but are not limited to:*
 - i) *public parking;*
 - ii) *conservation and preservation of cultural heritage resources;*
 - iii) *community centres and/or facilities and improvements to such centres and/or facilities;*
 - iv) *parkland and improvements to parks;*
 - v) *integration of office uses in mixed use developments; and,*
 - vi) *public art.”*

Section 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.’

“28.6.3 The public benefits should generally be provided in the area in which the bonusing is provided.”

“28.6.5 Bonus by-laws shall only be considered where such increases are compatible with the surrounding area.”