

20. MIDTOWN OAKVILLE

The interchange of Trafalgar Road and the QEW and the Oakville GO Station are major entry points to the Town and distinguish Midtown Oakville as a strategic location to accommodate both population and employment growth. The accessibility by major roads and local and inter-regional transit, combined with a large amount of vacant and underutilized land, provide the *infrastructure* and *development* opportunity to create a complete urban community comprised of a mix of high density residential and employment uses.

Midtown Oakville is one of 25 areas identified as an *urban growth centre* in the Province's *Growth Plan for the Greater Golden Horseshoe: Places to Grow, 2006* (the *Growth Plan*). Urban growth centres are to be *transit-supportive* regional focal areas that accommodate a significant portion of future population and employment growth in the *Greater Golden Horseshoe*.

The size and location of the Midtown Oakville *urban growth centre* was defined by the Province, in consultation with the Town. It is approximately 100 hectares in size and bounded by the QEW to the north, Chartwell Road to the east, Cornwall Road to the south and the Sixteen Mile Creek valley to the west.

The Oakville GO/VIA Station is the Town's primary hub for current and planned transit and is a major transit station. Rail and bus connections currently service the area and major improvements to the local and inter-regional transit network are planned. In addition to improvements to the local bus network, there will be express commuter rail service and bus rapid transit corridors along Trafalgar Road and Highway 403. The bus rapid transit systems will originate in Midtown Oakville and connect with the broader Greater Toronto and Hamilton Area transportation network.

20.1 Goal

Midtown Oakville will be a vibrant, *transit-supportive*, mixed use urban community and *employment area*.

20.2 Objectives

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

20.2.1 To create *transit-supportive development* by:

- a) ensuring the entire area is developed as a pedestrian-oriented environment focused on access to, and from, transit;
- b) improving internal road circulation and connections to, and through, Midtown Oakville for public transit, pedestrians, cyclists and vehicles; and,

- c) promoting a *compact urban form* with higher density and higher intensity land uses.

20.2.2 To create a vibrant and complete new community by:

- a) providing a mix of residential, commercial, employment, civic, institutional, cultural and recreational uses, complemented by public open spaces and public art, to attract different users throughout the day;
- b) directing *major office* and appropriate large scale institutional *development* to Midtown Oakville;
- c) ensuring high quality urban design that complements and contributes to the vitality of both Midtown Oakville and the Town;
- d) providing a transition between the concentration, mix and massing of uses and buildings in Midtown Oakville and neighbouring areas and properties;
- e) facilitating public investment in transit, *infrastructure* and civic facilities to support future growth; and,
- f) promoting *district energy* facilities and sustainable building practices.

20.2.3 To achieve required growth targets by:

- a) promoting the evolution of Midtown Oakville as an *urban growth centre* and the Town's primary Growth Area;
- b) ensuring a minimum gross density of 200 residents and jobs combined per hectare – a combined total of approximately 20,000 residents and jobs – by 2031 in accordance with the *Growth Plan*;
- c) providing opportunities for increased building height through bonusing; and,
- d) ensuring that *development* occurs in a comprehensive and progressive manner by monitoring key *development* indicators at regular intervals.

20.3 Development Concept

Midtown Oakville is comprised of five *development* districts. Each district shall have a distinct *character* in terms of land use and built form in accordance with Schedules L1, L2 and L3 and the following policies.

20.3.1 Station District

The Station District includes the transportation facilities that define Midtown Oakville as a *major transit station area*. The station includes the train platform, station buildings, bus terminal and parking areas. The Town will work with Metrolinx to

develop an eastward extension of the train platform across Trafalgar Road in order to enhance access to the station.

20.3.2 Trafalgar District

The Trafalgar District will develop as the focus of Midtown Oakville with a mix of office, civic, cultural and recreational uses and public spaces.

- a) Civic and community uses, complemented by a public plaza, are intended to become landmark features of the community and the Town.
- b) Along Cross Avenue, at-grade retail space is intended to serve the needs of residents, workers and visitors to Midtown Oakville, as well as contribute towards the creation of an active street life.
- c) Office uses shall be located close to the GO station, providing easy and convenient connections for commuters.
- d) An event centre will provide recreational and leisure space.
- e) Trafalgar Road will have a distinctive identity, defined by landscaping treatments and building frontages that create an environment that supports and encourages walking within Midtown Oakville.

20.3.3 Lyons District

The Lyons District shall evolve from its current focus on strip malls and large format retail uses into a compact mixed use neighbourhood. Cross Avenue is intended to be an attractive central spine animated by at-grade retail uses, cohesive streetscapes and open spaces that enhance the experience of the public realm. Taller residential buildings shall be located in the vicinity of Sixteen Mile Creek and the railway.

20.3.4 Chartwell District

The Chartwell District shall be a business campus providing space for employment activities that do not typically locate in high-rise office buildings. A diverse range of employment opportunities, including high-tech industries and innovative business and office uses, will be provided for. A post-secondary educational use shall also be permitted in this area. The extension of Cross Avenue shall link this district to the rest of Midtown Oakville.

20.3.5 Cornwall District

The Cornwall District shall include a mix of uses that define the southern edge of Midtown Oakville and are *compatible* with the residential neighbourhood south of Cornwall Road. Commercial areas and active parkland will serve the needs of residents and workers in Midtown Oakville and the surrounding area. Taller

residential and mixed use buildings shall be located in the vicinity of Sixteen Mile Creek and Trafalgar Road.

20.4 Functional Policies

In addition to the policies in Parts C and D of this Plan, the following functional policies apply specifically to Midtown Oakville.

20.4.1 Transportation

- a) A variety of new transit services, roads and pedestrian and cycling facilities are required to achieve the *development* objectives for Midtown Oakville. These are shown on Schedule L3. The exact requirements, location, configuration and place within the transportation network hierarchy shall:
 - i) be determined through detailed transportation studies, environmental assessments where required and the planning approval process; and,
 - ii) consider ease of use for transit services and facilitate rapid entrance and exit from the Station District.

Subject to section 8.2.3, changes to the requirements, location or alignment of new transit services, roads and pedestrian and cycling facilities as shown on Schedule L3 will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained and *intensification* opportunities are not precluded.

- b) The proposed roads and QEW Grade Separation/Transitway illustrated on the Schedules to this Plan are conceptual only and may be subject to the environmental assessment process, where necessary. All alternatives identified through an environmental assessment process will be investigated in more detail prior to determining the final road alignments. Once any necessary environmental assessment process is completed, *development* shall not preclude the following as contemplated in this Plan:
 - i) the realignment and extension of Cross Avenue;
 - ii) a dedicated transit vehicle corridor from the Oakville GO Station, across the QEW, to Trafalgar Road;
 - iii) a new road across the QEW to link the extension of Cross Avenue, east of Trafalgar Road, to Iroquois Shore Road;
 - iv) a grade separation of Chartwell Road at the railway, unless a suitable alternative road underpass location within the Chartwell District is determined; and,

- v) grade separated pedestrian and cycling facilities to be located across:
 - the QEW, west of Trafalgar Road;
 - the railway, east of Trafalgar Road; and,
 - Trafalgar Road, immediately north and south of the railway.
- c) The extension of the rail platform to the east side of Trafalgar Road, and/or grade separated pedestrian and cycling facilities across Trafalgar Road immediately north and south of the railway, shall be encouraged to improve rail passenger access to and from the Lyons and Cornwall Districts. The Town will work with the Region and Metrolinx to study the associated impacts to traffic, and local and inter-regional transit operations, including parking.
- d) Alternative design standards for existing and new roads in Midtown Oakville that promote walking, cycling and transit use shall be encouraged.
- e) *Development* shall promote safe, convenient and attractive pedestrian access to transit stops or stations. Barriers, such as boundary fences, shall be discouraged.
- f) Parking
 - i) Below grade parking and above-grade parking structures are preferred. Additional lot coverage for buildings may be considered in the implementing zoning if at least 75 percent of the required parking is provided below-grade or in an above-grade structure.
 - ii) Surface parking is discouraged. However where surface parking is provided, it shall be in the side or rear yard and the visual impact shall be mitigated by a combination of setbacks and significant landscaping.
 - iii) Above grade parking structures for rail passengers shall:
 - incorporate active ground floor uses facing public streets and pedestrian connections;
 - be located adjacent to the railway, but secondary to the convenient placement of local and inter-regional bus staging areas, where possible;
 - provide access that does not impede the movement of transit vehicles; and,
 - be designed to complement adjacent buildings.
 - iv) Individual driveway access to Trafalgar Road or any major arterial or arterial road shall not be permitted.

- v) Parking within the Chartwell and Cornwall Districts shall be provided in a combination of below- and above-grade structures and surface lots.

20.4.2 Urban Design

- a) Minimum and maximum building heights shall be permitted in accordance with Schedule L2. Additional building height may be considered in accordance with the applicable bonusing policies in this Plan.
- b) Minor reductions to the minimum building heights required by Schedule L2 may be considered as part of comprehensive redevelopment applications to allow flexibility in building and site design. Such consideration shall only be given where it can be demonstrated that the policies of sections 20.2 and 20.3 of the Plan are met and the planned *intensification* for the site(s) can be achieved.
- c) Detailed urban design and streetscape guidelines will be prepared for Midtown Oakville to establish standards for built form and the treatment of public and private realms.
- d) Different planning tools, such as urban design plans and *form based zoning*, will be used to implement the Midtown Oakville policies to incorporate urban design requirements and provide minimum regulations to ensure *intensification* targets are achieved.

20.4.3 Growth Targets

- a) Midtown Oakville shall provide for a minimum gross density of 200 residents and jobs combined per hectare by 2031 in accordance with the *Growth Plan*. This translates to approximately 20,000 residents and jobs. A mix of approximately 5,900 residential units and 186,000 – 279,000 square metres of commercial and employment space is accommodated to provide for an estimated 12,000 residents and 8,000 jobs.
- b) For the purpose of gross density calculations, the *utility* corridor, railway, QEW interchange and Sixteen Mile Creek valleylands shall be excluded from the land area calculation.

20.5 Land Use Policies

Land use designations are provided on Schedule L1. In addition to the policies in Parts C and D of this Plan, the following policies apply specifically to Midtown Oakville.

- 20.5.1 Drive-through facilities proposed within any of the land use designations within Midtown Oakville will require an amendment to the Town's Zoning By-law and be subject to the following:

- a) demonstration that the development of a drive-through facility does not preclude the planned function and intensification for a site;
 - b) conformity with the urban design policies in section 6;
 - c) the Town's Drive-through Urban Design Guidelines; and,
 - d) demonstration that the proposed drive-through facility:
 - i) does not change the *character* of the existing and planned streetscape;
 - ii) maintains the scale of the urban environment; and,
 - iii) does not compromise the safe and efficient movement of pedestrians and cyclists.
- 20.5.2 New automobile sales and automobile related uses, including automobile service stations, shall not be permitted.
- 20.5.3 The *utility* corridor immediately north of the railway may encumber permitted uses and redevelopment within this area must provide for the protection of the underground *utilities*.
- 20.5.4 On lands designated High Density Residential north of the railway, there is no maximum residential density.
- 20.5.5 On lands designated Urban Core or Urban Centre, a creative centre to provide studio, office, exhibition, performance and retail space for the cultural community may also be permitted.
- 20.5.6 On lands designated Urban Core within the Lyons District the following uses may also be permitted:
- a) single-use buildings; and,
 - b) townhouses and stacked townhouses, with a minimum height of 3 storeys, in combination with permitted residential or mixed use buildings.
- 20.5.7 On the lands designated Office Employment within the Trafalgar District:
- a) Civic uses, including government offices and a court house, may also be permitted.
 - b) A public plaza is anticipated to develop as a public gathering area appropriate for an array of public event uses
 - c) A large-scale recreational facility of town-wide or regional significance may also be permitted.

- 20.5.8 On the lands designated Office Employment within the Chartwell District, *educational facilities* affiliated with a college or university may also be permitted.
- 20.5.9 On the lands designated Office Employment within the Station District, the following uses may also be permitted:
- a) a hub for transit vehicles, including transit vehicle parking, kiss and ride facilities and passenger waiting areas; and,
 - b) surface parking.
- 20.5.10 The minimum building height requirements applying to apartment buildings may be reduced to a minimum of two storeys for the portions of the buildings that incorporate common amenity and recreational space, and similar uses, which are ancillary to the residential use.

20.6 Midtown Oakville Exceptions – Schedules L1, L2 and L3

The following additional policies apply to certain lands on Schedule L1, Midtown Oakville Land Use, Schedule L2, Midtown Oakville Building Heights, and Schedule L3, Midtown Oakville Transportation Network.

- 20.6.1 The lands designated High Density Residential at the northwest corner of Cornwall Road and Old Mill Road are subject to the following additional policies:
- a) A neighbourhood shopping centre with a maximum of 930 square metres of gross leasable area may also be permitted.
 - b) A maximum of 2,300 square metres of non-retail service commercial area, including office and private recreational uses, may also be permitted.
- 20.6.2 The lands designated High Density Residential and known as 599 Lyons Lane are subject to the following additional policies:
- a) A maximum building height of 26 storeys may be permitted subject to the owner entering into an agreement under section 37 of the *Planning Act*.
 - b) Underground structures, and above-ground architectural features, *utilities* and driveways, may encroach into the 15 metre setback, up to the nearest limit of the municipal right-of-way, subject to compliance with Conservation Halton requirements and regulations.
- 20.6.3 The lands designated Urban Centre and Community Commercial at the northeast corner of Cornwall Road and Trafalgar Road are recognized as permitting the existing commercial centre and are subject to the following additional policies:

- a) Redevelopment in this location may occur gradually in a phased manner and should:
 - i) provide an attractive gateway to Midtown Oakville and a transition to the established residential neighbourhood to the south; and,
 - ii) be a collection of buildings, diverse in design and *character*, and in harmony with each other.
- b) The proposed road connecting Reynolds Street to Allan Street, as shown on Schedule L3, shall only be required as part of a comprehensive site redevelopment.

20.6.4 The lands designated Urban Centre and Urban Core at the northeast corner of Cross Avenue and Lyons Lane, and known collectively as the Trafalgar Village Mall, are subject to the following additional policies:

- a) Redevelopment will occur gradually in a phased manner.
- b) The proposed roads, as shown on Schedule L3, shall only be required as part of a comprehensive site redevelopment.
- c) New large format retail and retail warehouse uses may also be permitted provided that they are located within mixed use buildings developed in conformity with this Plan.

20.7 Implementation Policies

In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to Midtown Oakville.

20.7.1 Phasing/Transition

- a) *Development* will likely occur gradually over the long-term and be co-ordinated with the provision of *infrastructure*, including:
 - i) transit (conventional and rapid transit);
 - ii) road network capacity;
 - iii) pedestrian and cycling facilities;
 - iv) water and waste water services;
 - v) stormwater management facilities;
 - vi) streetscape improvements; and,

- vii) *utilities*.
- b) Initial phases of *development* shall not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form, or the transportation network on Schedule L3.
- c) The uses and buildings that legally existed prior to the adoption of this Plan shall be permitted to continue, however, they are ultimately intended to be redeveloped in conformity with this Plan.
- d) The redevelopment of existing low-rise commercial centres and uses may occur gradually in a phased manner. Notwithstanding the minimum heights shown on Schedule L2, building additions, alterations and/or replacements may be permitted, where they can be demonstrated not to preclude the long-term redevelopment of the property as set out in this Plan.

20.7.2 Bonusing

- a) The Town may allow increases in building height in the areas of Midtown Oakville delineated on Schedule L2, without amendment to this Plan, in exchange for the provision of public benefits as listed in section 28.6.2, and with priority given to those public benefits in section 20.7.2 c).
- b) Bonusing shall only be permitted if:
 - i) in conformity with section 20.7.1; and,
 - ii) supported by a transportation impact analysis which confirms that the additional *development* will not adversely impact the transportation network or, where cumulative impacts are identified, such impacts are accommodated through road and transit improvements which are to be provided through agreement by the applicant.
- c) Public benefits considered appropriate for the application of increased building height in Midtown Oakville include, but are not limited to:
 - i) grade separated pedestrian and cycling facilities across the QEW, railway tracks or Trafalgar Road;
 - ii) community facilities such as:
 - a creative centre, including studio, office, exhibition, performance and retail space; and,
 - a library;
 - iii) improved local transit facilities and transit user amenities;

- iv) parkland improvements beyond the minimum standards for public squares and plazas; and,
- v) public art.
- d) For the purposes of bonusing in Midtown Oakville, there is no prescribed building height limit and no Official Plan amendment shall be required to increase building height as a result of bonusing.

20.7.3 Programs and Initiatives

a) Public Sector Partnerships

The Town shall develop, in conjunction with the Region, the Province and Metrolinx, an implementation strategy for Midtown Oakville to address matters including, but not limited to:

- i) the business case for the *development* of Midtown Oakville;
- ii) the individual and collective roles and responsibilities of the parties;
- iii) decision-making protocols;
- iv) transportation and transit initiatives;
- v) sustainability initiatives and environmental standards; and,
- vi) the acquisition and disposition of public lands.

b) Monitoring

- i) The Town will monitor the level of *development* and associated traffic conditions within Midtown Oakville.
- ii) In order to track the pace of *development* and identify and plan for transportation improvements, the monitoring program shall evaluate the following:
 - traffic characteristics on key routes and at key intersections, in accordance with the Town and Region's transportation study guidelines;
 - existing, approved and proposed *development*, including the number of residential units and the amount of non-residential floor space;
 - transit usage and *modal share*;
 - population and employment generated by existing *development* and projected for approved *development* not yet occupied; and,

- indicators of sustainability to be determined by the Town.

21. UPTOWN CORE

The Uptown Core is intended to be a focus for new mixed use *development* and redevelopment. The Uptown Core shall function as an urban community with an emphasis on residential, office and commercial *development*. The Uptown Core shall also have a significant civic and public presence with various government, institutional, cultural, recreational and public open space uses.

The Uptown Core is bounded by Dundas Street to the north, Sixth Line to the west, Glenashton Drive to the south, and Trafalgar Road to the east.

21.1 Goal

The Uptown Core will be a pedestrian-oriented, walkable, *transit-supportive*, mixed use urban centre that provides for medium and high density housing, offices and a mixture of retail and service commercial uses.

21.2 Objectives

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

21.2.1 Establish the Uptown Core as a vibrant community in which to live and work by:

- a) ensuring the opportunity for a full range and mix of medium and high density housing types, including *affordable housing*;
- b) providing a transition between the concentration, mix and massing of buildings within the Uptown Core and the lower density residential neighbourhoods adjacent to the area;
- c) requiring *development* to be *compatible* with and complementary to adjacent and/or nearby *development*; and,
- d) promoting a socially, economically and environmentally sustainable community within the Uptown Core.

21.2.2 Achieve a high quality level of urban design by:

- a) promoting high quality design of the area's streetscapes, open spaces, public buildings, *infrastructure* and private buildings;
- b) creating an attractive public realm and ensuring developments are planned to support a fully accessible street related, pedestrian-oriented environment with animated main streets; and,

- 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.

21.3 Development Concept

The Uptown Core is comprised of five land use districts as shown on Schedule M1. The intent of these districts is to provide opportunities for the Uptown Core to develop into a mixed use, pedestrian-oriented and *transit-supportive* urban centre. The five Districts are structured to provide an appropriate transition in terms of land use and built form between existing and future *development* within the Uptown Core as follows:

21.3.1 Neighbourhood District

The Neighbourhood District is comprised primarily of existing Medium Density Residential uses. It is not intended for this area to redevelop.

21.3.2 Urban Neighbourhood District

The Urban Neighbourhood District shall be primarily a residential area permitting tall mixed use buildings. It is expected that retail and service commercial uses, with limited office uses, will be permitted on the ground floor of mixed use buildings.

21.3.3 Centre District

The Centre District shall be comprised of retail and service commercial and office uses that include residential uses in mixed use buildings. The Centre District is presently comprised of several single-storey buildings containing retail and/or service commercial uses.

The Centre District shall evolve into a pedestrian-oriented, *transit-supportive* community comprised of a mix of office, retail, service commercial and residential uses. Office uses are encouraged to be provided along the Dundas Street and Trafalgar Road frontages.

A major transit terminal facility is located within the Centre District at the northeast corner of Taunton and Oak Walk Drives. The existing transit terminal configuration and capacity is expected to expand over time and be integrated into a mixed use building.

21.3.4 Main Street District

The Main Street District shall become the focal point of pedestrian and community activity in the Uptown Core. It is the intention of this Plan that in the long-term the Main Street District will be redeveloped with a mix of retail and service commercial uses on the ground floor of buildings with residential and/or office uses above. Office uses on the ground floor and retail and service commercial uses on the second floor shall be limited. The *development* in this District will be mid-rise in scale with an emphasis on a high quality public realm that is pedestrian-oriented. There shall be variation in the range of heights within this District.

21.3.5 Park District

21.3.6 The Park District consists of parkland which will allow for a diversity of open space uses. The Park District includes a natural ravine-based setting along the Morrison Creek East and West Branches. There is also a large park with opportunities for recreational activities as well as an urban square. It is intended for access to be provided through the *development* block to the east of Windfield Parkette on Glenashton Drive to ensure access to Trafalgar Road.

21.4 Functional Policies

In addition to the policies in Parts C and D of this Plan, the following functional policies apply specifically to the Uptown Core.

21.4.1 Transportation

- a) New transit services, roads, laneways and pedestrian linkages may be required to achieve the *development* objectives for the Uptown Core. The exact requirements, location, configuration and classification within the road network hierarchy shall be determined through detailed transportation studies, environmental assessments where required and the planning approval process. Subject to section 8.2.3 changes to the requirements, location or alignment of new transit services, roads and pedestrian linkages will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained and *intensification* opportunities are not precluded.
- b) Individual driveway access to Trafalgar Road and Dundas Street shall not be permitted.
- c) The Town shall encourage a high degree of transit usage to increase *intensification* opportunities within the Uptown Core.

- d) Parking
 - i) Below grade parking and above-grade parking structures are preferred. Additional lot coverage for buildings may be considered if at least 75 percent of the required parking is provided below-grade or in an above-grade structure.
 - ii) Above grade parking structures shall not be located adjacent to the existing residential neighbourhoods in the Neighbourhood District.
 - iii) Surface parking is discouraged. However where surface parking is provided, it should be in the side or rear yard or in areas that can be appropriately screened, and the visual impact shall be mitigated by a combination of setbacks and significant landscaping.
 - iv) The provision of required parking may be shared among adjacent properties where deemed satisfactory to the Town.

- e) Pedestrian Connections

A well-defined pedestrian walkway system shall be required linking lots and blocks within the Uptown Core. The system will provide linkages between buildings, adjacent sites, surrounding areas, public streets, particularly those with transit routes, and the general pedestrian system in surrounding communities.

21.4.2 Public Realm

- a) Urban Square

The urban square site, located within the Park District, is anticipated to develop as a community gathering area with hard surfaced and landscaped elements appropriate for an array of public event uses. A civic building for cultural, educational, institutional, recreational and/or administrative purposes shall be encouraged to locate within the urban square. Built form and land uses surrounding the urban square are to complement and enhance the area. The limits of the urban square will be determined through the development process.

- b) Parks

Memorial Park is envisioned to be both a formal and informal park, and a community-wide destination where active and passive recreational uses shall be encouraged.

21.4.3 Urban Design

- a) Building heights shall be permitted in accordance with Schedule M2. Both a minimum and maximum number of storeys have been established.

- b) Additional building height beyond the permitted maximum may be considered in accordance with the applicable bonusing policies in this Plan.
- c) *Development* shall promote safe and convenient pedestrian access to transit stops and/or stations. Barriers, such as boundary fences, shall be discouraged.

21.4.4 Growth Targets

- a) It is anticipated that the Uptown Core will evolve and, at full build out, accommodate approximately 16,600 residents and 3,000 jobs. This target includes the existing population and employment, and the addition of approximately 4,960 residential units.

21.5 Land Use Policies

Land use designations for lands within the Uptown Core are provided on Schedule M1. In addition to the policies in Part D of this Plan, the following policies apply specifically to the Uptown Core.

21.5.1 On the lands designated High Density Residential adjacent to the park system:

- a) Limited retail commercial uses may be permitted in conjunction with High Density Residential uses subject to the following additional policies:
 - i) The retail commercial uses permitted shall complement the park and may include small restaurants, convenience stores, artists' studios, galleries and craft shops.
 - ii) The retail commercial uses shall be located on the first and second floors only.
- b) Street or block townhouse units with a minimum height of 3 storeys, may also be permitted in combination with a permitted High Density Residential building.

21.5.2 On the lands designated Urban Core located within the Urban Neighbourhood District, street or block townhouse units may be permitted where the lands abut Memorial Park.

21.5.3 On lands designated Urban Core and Main Street 2, the requirement for and the size and location of retail, service commercial and office uses within buildings shall be determined through the *development* process and regulated by the implementing zoning.

21.5.4 The minimum building height requirements applying to apartment buildings may be reduced to a minimum of two storeys for the portions of the buildings that incorporate common amenity and recreational space, and similar uses, which are ancillary to the residential use.

21.5.5 On the lands owned by Silgold Developments Inc. and Silgold II Developments Inc., as of the date of approval of this Plan, which are bounded by Dundas Street East, Oak Park Boulevard and Trafalgar Road, *development* may occur through two stages:

a) Interim Development

The continued build out of the lands in accordance with the zoning in place at the time of approval of this Plan shall be considered interim *development* and shall include new buildings, building additions and/or building replacements which may require minor variances, consents and/or site plans to be completed.

- i) The reuse of a building existing at the time of approval of this Plan or any interim *development* building for different retail and/or service commercial uses, including the reconfiguration of retail and/or service commercial uses within the building, does not constitute a new building or a building replacement.
- ii) Interim *development* beyond the existing *development* in place at the time of approval of this Plan of 36,500 square metres of retail and service commercial uses, shall not exceed a total of 21,500 square metres of retail and service commercial uses and are subject to the following:
 - Buildings are not required to align with neighbouring buildings to create a continuous streetwall, but should provide comfort at the ground level for pedestrians. Continuous streetwalls of similar heights may be considered.
 - Notwithstanding the minimum heights, shown on Schedule M2 and sections 4.4, 12.3.2 a) and 12.5.2 a), one and two storey buildings in accordance with the height regulations within the zoning by-law are permitted.

b) New Development

Upon completion of the interim *development* stage, any new *development* shall be in accordance with the policies of this Plan in regard to the long-term *development* of the Uptown Core.

- i) Any amendment to the zoning in place at the time of the approval of this Plan shall conform with this section 21.5.5.

21.5.6 On the lands designated Urban Core within the Urban Neighbourhood District, stand-alone office buildings that directly front Dundas Street or Trafalgar Road may also be permitted.

21.6 Uptown Core Exceptions – Schedules M1 and M2

The following additional policies apply to certain lands on Schedule M1, Uptown Core Land Use, and Schedule M2, Uptown Core Building Heights.

- 21.6.1 The lands designated Urban Core bounded by Dundas Street East, Sixth Line, Hays Boulevard and Post Road are subject to the following additional policies:
- a) A density up to 300 units per *site hectare*, calculated over the lands within the block designated Urban Core, may be permitted.
 - b) A maximum of 1,358 total units may be permitted, conditional upon the owner entering into an agreement under section 37 of the *Planning Act*. Density may be transferred from the area west of the pond to the area east of the pond, subject to the height limits shown on Schedule M2 being maintained.
 - c) Notwithstanding the land use and heights depicted on Schedules M1 and M2, multiple attached units may be permitted at locations and heights in accordance with the Zoning By-law.
 - d) The following urban design objectives shall be applied through the implementing zoning and site plan process:
 - i) siting of buildings, access points, amenity areas, parking areas and pedestrian networks should promote a pedestrian-first environment which reduces building setbacks, allows easy access to on-site and nearby amenity areas, and focuses on creating a strong, coherent urban environment;
 - ii) articulated façades along street frontages with emphasized building corners;
 - iii) built forms with appropriate step-backs above the podium height;
 - iv) strong pedestrian linkages to and between buildings, amenity features, including the pond and the larger pedestrian network; and,
 - v) built forms to incorporate substantial breaks to provide a view corridor and connection to the pond.
 - e) Stand-alone residential uses may be permitted in accordance with the Zoning By-law.
- 21.6.2 On the lands designated Urban Core bounded by Dundas Street East, Millwood Drive, Oak Walk Drive and Oak Park Boulevard, *development* shall primarily address the policies in sections 12.5, 21.3.2, and 21.3.4 but may also include community facilities, arts and cultural facilities and an above-grade and/or below-grade parking structure.

- 21.6.3 On the lands designated Main Street 2 at the southeast corner of Oak Park Boulevard and Taunton Road, a two storey minimum building height may be considered for the portion of the site adjacent to Oak Park Boulevard as part of a comprehensive redevelopment application to allow flexibility in building and site design. Such consideration shall only be given where it can be demonstrated that the planned *intensification* for the site as set out in the policies of the Plan can be achieved.
- 21.6.4 *Development* of the lands located at the southwest corner of Trafalgar Road and Dundas Street adjacent to the existing transit station at Oak Walk Drive and Taunton Road, known as 278 Dundas Street East and 2466 Trafalgar Road, may be permitted which provides for the transfer of unused height to internal building(s) providing for a maximum of 750 residential units and a minimum of 2,640 square metres of office uses. *Development* is expected in a total of four mixed use buildings on the site, subject to the applicable bonusing policies of this Plan, and with a variation of height where the maximum height inclusive of bonused height is 20 storeys and only one building may be 20 storeys.

21.7 Implementation Policies

In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to the Uptown Core.

21.7.1 Phasing/Transition

- a) The Uptown Core is an area in transition with many opportunities for *intensification* and redevelopment. It is anticipated that *development* in the Uptown Core will occur gradually over the long-term with phased *development* plans and be co-ordinated with the provision of *infrastructure*, including:
- i) transit (conventional and rapid transit);
 - ii) road network capacity;
 - iii) pedestrian and cycling facilities;
 - iv) water and waste water services;
 - v) stormwater management facilities;
 - vi) streetscape improvements; and,
 - vii) *utilities*.
- b) The uses and buildings that legally existed or were zoned for prior to the adoption of this Plan may be permitted to continue, however, they are intended to be redeveloped in conformity with this Plan.

- c) Where a *development* is proposed to proceed in phases, an urban design brief, including a *development* concept report and a phasing plan, may be required from the applicant. Such urban design brief shall demonstrate how the initial phases of *development*, such as the location of roadways, will not preclude the achievement of compact, pedestrian-oriented and *transit-supportive* land uses.
- d) The Uptown Core shall evolve from its current focus and be redeveloped to accommodate the form and density set out in the mixed use designations. *Development* applications relating to the build out of the Uptown Core shall not preclude or undermine the long-term vision for higher density mixed use *development* and shall incorporate the urban design policy requirements as set out in Part C, as applicable. Reduced parking requirements may be considered through minimum and maximum standards in the Zoning By-law to facilitate the location of buildings in accordance with the urban design policies.
- e) Reductions to the minimum building heights required by Schedule M2 may be considered as part of comprehensive redevelopment applications to allow flexibility in building and site design. Such consideration shall only be given where it can be demonstrated that the policies of section 21.2 and 21.3 of the Plan can be met and the planned *intensification* of the site(s) can be achieved.
- f) The redevelopment of existing low-rise commercial uses may occur gradually in a phased manner. Notwithstanding the minimum building heights required by this Plan, building additions, alterations and/or replacements may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the property as set out in the Plan.

21.7.2 Bonusing

- 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).

22. PALERMO VILLAGE

Palermo Village is to be developed over a number of years with a mix of residential and commercial uses.

While the predominant land uses will be residential, *transit-supportive*, high density mixed use *development* is encouraged along Dundas Street, Old Bronte Road and Khalsa Gate. Medium and Low Density Residential uses will provide a transition to the adjacent neighbourhoods.

It is anticipated that Palermo Village will contain a significant civic and public presence with various government, institutional, cultural, recreational and open space uses.

22.1 Goal

Palermo Village will be a *transit-supportive*, pedestrian-oriented mixed use community.

22.2 Objectives

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

22.2.1 To develop a balanced Growth Area by:

- a) providing a focus and sense of identity for the residential communities in the north-west part of the Town; and,
- b) facilitating *development* and redevelopment in a comprehensive manner.

22.2.2 To ensure high quality urban design by:

- a) encouraging interesting and innovative design and built form;
- b) ensuring new developments are *compatible* with existing conditions and heritage buildings and features;
- c) providing attractive streetscapes through attention to the design of the public realm, built form, and the relationship between private *development* and public areas;
- d) creating a strong coherent urban image and a highly developed civic streetscape appearance at a human scale through the creation of:
 - i) an active urban community;

- ii) a strong identifiable civic image;
- iii) pedestrian and vehicular linkages between surrounding communities and Palermo Village;
- iv) a clearly defined main street with commercial *development* oriented to Old Bronte Road and Khalsa Gate;
- v) an accessible park network integrated with other uses, which includes parks, parkettes and squares, all connected by the pedestrian-scaled street system; and,
- vi) streets and public spaces that have been defined by surrounding built form;
- e) protecting the ecological health and integrity of the existing natural features;
- f) establishing components of the open space system that will connect with the broader area; and,
- g) protecting, conserving and enhancing *cultural heritage resources* and integrating them into new developments.

22.2.3 To efficiently provide for necessary *infrastructure* to support *development* by:

- a) identifying an appropriate site for the location of a transit terminal facility;
- b) establishing and maintaining a road system that provides high levels of accessibility and mobility to all users;
- c) protecting future major road and transit rights-of-way; and,
- d) encouraging travel demand management practices and increased utilization of public transit facilities and services.

22.3 Development Concept

It is the intent of this Plan to establish a lively and active mixed use corridor along Old Bronte Road and Khalsa Gate, which will function as a main street.

Development on the lands designated Urban Centre will be of high quality pedestrian-oriented design.

The area to the east of Old Bronte Road/Khalsa Gate will transition to Medium and Low Density Residential housing.

The area to the west of Bronte Road will contain a mix of High, Medium and Low Density Residential housing.

22.4 Functional Policies

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

22.4.1 Transportation

- a) A transit terminal facility is required to serve inter-regional connections along Dundas Street and Highway 407, and connect with local transit. The facility may be located between Bronte Road and Old Bronte Road. It is also intended that this site incorporate a variety of commercial and community uses, and become an anchor for the redevelopment of Old Bronte Road as a main street.
- b) Parking – Urban Centre and Main Street 2
 - i) Structured parking is preferred, and additional lot coverage for buildings may be considered if at least 75 percent of the required parking is provided below-grade or in an above-grade structure.
 - ii) The maximum portion of any lot that may be used for surface parking shall be approximately 50 percent.
 - iii) Properties used primarily for the provision of parking, such as public parking facilities, may use up to 75 percent of the lot for parking and must include appropriate landscaping, to the satisfaction of the Town.
 - iv) Individual driveway access to Bronte Road or Dundas Street shall not be permitted.

22.4.2 Urban Design

- a) Detailed urban design and streetscape guidelines will be prepared for Palermo Village to establish standards for built form and the treatment of public and private realms.
- b) Old Bronte Road/Khalsa Gate will include streetscape elements that support its planned function as a pedestrian-oriented main street. It is expected that this main street will be improved with a high quality public realm that includes sidewalks on both sides, special paving treatment, pedestrian scaled lighting, street trees and planters.
- c) A number of small urban squares shall be located along Old Bronte Road and Khalsa Gate. These should not be less than 0.15 of a hectare in size and will serve as transition areas between the public and private realm.

22.4.3 Growth Target

Palermo Village can accommodate approximately 5,200 residents and 3,800 jobs. This target includes existing population and employment, the *intensification* target of 800 new residential units and proposed *greenfield development*.

22.4.4 Stormwater Management

A stormwater management pond will be required in the southeast portion of Palermo Village, east of Grand Oak Trail. The exact size and location of this facility will be determined by the Town and Conservation Authority through the review of planning applications.

22.5 Land Use Policies

Land use designations are provided on Schedule N. In addition to the policies in Part D of this Plan, the following policies apply specifically to Palermo Village.

22.5.1 The lands designated Urban Centre are subject to the following additional policies:

- a) The minimum residential density shall be 100 units per *site hectare*.
- b) Mixed use and residential and office developments shall have a maximum *floor space index* of 4.0.
- c) The minimum building height shall be two storeys. The maximum building height shall be eight storeys, except on corner sites it shall be 10 storeys.
- d) Public parking facilities may also be permitted.
- e) South of Pine Glen Road, the following uses may be permitted:
 - i) *multiple-attached dwellings*;
 - ii) stand-alone apartment buildings;
 - iii) stand-alone office buildings; and,
 - iv) stand-alone retail and service commercial buildings, which shall not exceed a gross floor area of 6,000 square metres.

22.5.2 On lands designated Main Street 2:

- a) Street, block and stacked townhouses and stand-alone residential apartment buildings may also be permitted.
- b) The residential density shall be between 50 and 100 units per *site hectare*.

- c) The minimum building height shall be 2 storeys and the maximum building height shall be 6 storeys.

22.5.3 On lands designated Medium Density Residential:

- a) The residential density shall be between 35 and 60 units per *site hectare*.
- b) The maximum building height shall be 4 storeys.

22.6 Palermo Village Exceptions – Schedule N

The following additional policies apply to certain lands on Schedule N, Palermo Village Land Use.

- 22.6.1 On the lands designated Urban Centre south of Pine Glen Road, a motor vehicle service station may also be permitted.

22.7 Implementation Policies

In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to Palermo Village.

22.7.1 Phasing/Transition

- a) *Development* will likely occur gradually over the long-term and be co-ordinated with the provision of *infrastructure*, including:
 - i) transit;
 - ii) road network capacity;
 - iii) pedestrian and cycling facilities;
 - iv) water and wastewater services;
 - v) stormwater management facilities;
 - vi) streetscape improvements; and,
 - vii) *utilities*.
- b) Initial phases of *development* shall not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form.
- c) 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 redeveloped in conformity with this Plan.

22.7.2 Bonusing

The Town may consider additional building height and/or density through an Official Plan amendment and in accordance with section 28.6.

23. KERR VILLAGE

Kerr Village is bounded by Lakeshore Road West to the south and the railway tracks to the north, and lies east of Maurice Drive and west of Queen Mary Drive. Kerr Street is the main street of the village, where a mix of commercial, residential and institutional land uses are found.

Kerr Village will accommodate *intensification* through new *development* 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:
- a) promoting high quality streetscapes and open spaces to create a comfortable, accessible and unique community; and,
 - b) 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.

23.3.1 Upper Kerr Village District

The Upper Kerr Village District will become a *transit-supportive* and mixed use area. Higher density forms of *development* are permitted to achieve the critical mass required for enhanced transit. The District will include appropriate gateway features, an urban park with pedestrian mid-block connections and opportunities for *affordable housing*. Employment designations adjacent to the District are to remain, and any new *development* shall incorporate measures to buffer *employment areas* from potentially incompatible uses.

23.3.2 Kerr Village Main Street District

The Kerr Village Main Street District will be a predominantly mixed use area along Kerr Street with residential buildings including commercial or office uses at-grade. Blocks shall have medium density buildings set back to allow for pedestrian activity and attractive streetscapes. A gathering point for the community, such as a market, shall be encouraged here.

23.3.3 Lower Kerr Village District

The Lower Kerr Village District shall largely be the Central Business District 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

- a) The Town will introduce transit service improvements at an early stage in the *development* of Upper Kerr Village District. As the revitalization of this district evolves it will be serviced by the extension of improved transit levels of service, including transit priority measures and *infrastructure* required to create an efficient and attractive transit environment.
- 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.
- e) The feasibility of creating a new or improved east-west pedestrian/cycling connection across Sixteen Mile Creek in the general area of the QEW/Speers Road shall be investigated by the Town.
- f) The redevelopment of Upper Kerr Village District shall anticipate the westerly extension of Shepherd Road and the northerly extension of St. Augustine Drive, with regard for potential redevelopment of adjacent lands.

23.4.2 Public Realm

- a) Heritage Square shall be the focal point of the community where cultural and community events may occur.
- b) The replication of existing streetscapes that are well-designed and have a continuous theme with generous sidewalks, street trees and enhanced pedestrian and cycling crossings that promote access, orientation and personal safety, is encouraged.
- c) Through the *development* process, a park facility shall be provided in the Upper Kerr Village District, west of Kerr Street, north of Speers Road.
- d) *Development* within the mixed use designations south of Speers Road that does not have direct frontage on Kerr Street is encouraged to consolidate with lots that

front onto Kerr Street to ensure comprehensive *development* and active street frontages.

23.4.3 Urban Design

- a) Buildings in Kerr Village are to be organized to create a pedestrian and cycling-scaled street space.
- b) Buildings on corner lots along Kerr Street should generally face Kerr Street.
- c) Buildings greater than 4 storeys in height, on lands immediately adjacent to lands designated Residential Low Density, shall be stepped back above the fourth storey.
- d) Through the *development* process, two primary gateways in Kerr Village are to be created – a north gateway at the intersection of Speers Road and Kerr Street, and a south gateway in the vicinity of Lakeshore Road West and Kerr Street. Gateways are to be designed with consistent elements such as urban open space, hardscaped surfaces, public art and appropriate built form.
- e) Built form surrounding gateways is to be complementary and enhance gateway features.

23.4.4 Growth Target

It is anticipated that Kerr Village can accommodate 5,000 residents and 1,500 jobs, including 1,200 new residential units. In addition, there is the potential for 900 more residential units with transit improvements.

23.5 Land Use Policies

Land use designations are provided on Schedule O. In addition to the policies of Part D of this Plan, the following policies apply specifically to Kerr Village.

23.5.1 The lands designated Main Street 2, and known as 21 to 45 Shepherd Road (on the north side) and 20 to 40 Shepherd Road (on the south side), are a transition area subject to the following additional policies:

- a) Stand-alone Medium Density Residential uses may be permitted.
- b) The type, size and location of non-residential uses shall be determined through the *development* process and regulated by the implementing zoning.
- c) *Development* in the transition area shall:
 - i) enhance the quality of the existing surrounding residential context;

- ii) contribute to a sensitive transition to the Low Density Residential uses to the south;
 - iii) be *compatible* with adjacent, existing *development* with respect to scale, form and *character*; and,
 - iv) be sensitive to negative traffic impacts on Queen Mary Drive through access control, restricted parking standards and transit amenities.
- d) On the property known as 21 Shepherd Road, an increase in the size of the standard setback for the *stable top-of-bank* of Sixteen Mile Creek valley may be required for greater protection of the valleylands.
- 23.5.2 The maintenance of a food store in any redevelopment of lands within the Urban Centre and Urban Core designations shall be encouraged.
- 23.5.3 The lands designated Central Business District between the properties on the south side of Lakeshore Road West and the properties designated Low Density Residential on the north side of Burnet Street, from Brock Street to Forsythe Street, are a transition area, as implemented by the Zoning By-law, and subject to the following additional policies:
- a) Medium Density Residential uses shall be permitted.
 - b) Limited commercial uses that are non-retail and do not generate major traffic and noise may also be permitted at 79, 82 and 86 Wilson Street. *Development* in the transition area shall:
 - i) enhance the quality of the existing surrounding residential context;
 - ii) contribute to a sensitive transition from the lands to the north of the transition zone with those to the south;
 - iii) be *compatible* with adjacent, existing *development* with respect to scale, form and *character*; and,
 - iv) be sensitive to neighbouring heights, massing, setbacks from the street, distance between buildings, architectural form, colour and materials.

23.6 Kerr Village Exceptions – Schedule O

The following additional policies apply to certain lands on Schedule O, Kerr Village Land Use.

- 23.6.1 The lands designated Urban Core at the northeast corner of Speers Road and Kerr Street are subject to the following additional policies:

- a) The *development* shall consist of a maximum of two new buildings up to a maximum height of 19 and 21 storeys respectively with a total of 533 units (excluding the two heritage buildings), conditional on the owner entering into an agreement under section 37 of the *Planning Act*.
 - b) Any site *development* will provide for the relocation and reuse of the existing two heritage buildings on site in accordance with an approved heritage permit.
 - c) The design of the site is intended to create a gateway *development* marking the entrance to Kerr Village. The design is encouraged to incorporate the following urban design elements, which will be detailed further through the implementing zoning and approved site plan:
 - i) a pedestrian-first environment to be promoted through the siting of buildings (new and heritage structures) and the arrangement of driveways, amenity areas, parking areas and pedestrian networks;
 - ii) a publicly accessible open space area/square;
 - iii) enhanced pedestrian accessibility and connectivity along the Kerr Street and Speers Road frontages as well as through the site;
 - iv) retention of the existing heritage buildings on site in a location which maximizes visibility and access;
 - v) grade related commercial uses along Speers Road and, to the extent practical, along Kerr Street;
 - vi) exclusively underground parking with the exception of a minor amount of short-term parking which may be located at grade;
 - vii) a strong focal point at the corner of Kerr Street and Speers Road which incorporates an open space element; and,
 - viii) building design that incorporates appropriate street setbacks for building podiums and towers to facilitate height transition.
- 23.6.2 On the lands designated Main Street 1 at the northeast corner of Prince Charles Drive and Kerr Street, a facility containing administrative offices and support services for a privately owned community centre may also be permitted.
- 23.6.3 On the lands designated Main Street 2 and known as 70 Stewart Street and 73 Washington Avenue, a maximum building height of 4 storeys shall be permitted. Stand-alone residential buildings may be permitted.

- 23.6.4 On the lands designated Central Business District at the northeast corner of Lakeshore Road West and Chisholm Street, a maximum building height of six storeys shall be permitted along the John Street frontage.
- 23.6.5 At the northwest corner of Speers Road and Kerr Street:
- a) On the lands designated Urban Centre and Urban Core, the redevelopment of existing low-rise commercial uses may occur gradually in a phased manner. Notwithstanding the minimum building heights required by this Plan, building additions, alterations and/or replacements may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the properties as set out in this Plan; and,
 - b) On the lands designated Urban Core on the west side of Kerr Street abutting the railway, any 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.
- 23.6.6 On the lands designated Central Business District located at 43 to 49 Lakeshore Road West, the redevelopment of existing drive-through facilities may occur. Notwithstanding the minimum building heights required by this Plan, building additions, alterations and/or replacements may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the properties as set out in this Plan.
- 23.6.7 On the lands designated Central Business District at the southwest corner of Lakeshore Road West and Chisholm Street, a maximum building height of 5 storeys may be permitted, conditional on the owner entering into an agreement under section 37 of the *Planning Act*.

23.7 Implementation Policies

In addition to the policies of Part F of this Plan, the following implementation policies shall apply to Kerr Village.

- 23.7.1 Phasing/Transition
- a) *Development* will likely occur gradually over the long-term and be co-ordinated with the provision of *infrastructure*, including:
 - i) transit;
 - ii) transportation improvements;
 - iii) water and wastewater services;
 - iv) stormwater management facilities;

- v) pedestrian and cycling facilities; and,
 - vi) *utilities*.
- b) 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 redeveloped in conformity with this Plan.

23.7.2 Bonusing

- a) The Town may allow the following increases beyond the maximum permitted height in the areas of Kerr Village delineated on Schedule O, without amendment to this Plan:
- i) up to four storeys on the lands designated Urban Core, north of Speers Road and west of Kerr Street; and,
 - ii) up to two storeys on the remaining lands.
- b) 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 23.7.2 c).
- c) Bonusing shall only be permitted within Kerr Village if supported by a transportation impact analysis which confirms that the additional *development* will not adversely impact the transportation network or, where cumulative impacts are identified, such impacts are accommodated through transportation improvements which are to be provided through agreement by the applicant.
- d) The bonusing priorities for Kerr Village include transit and alternative transportation solutions.
- e) Additional public benefits considered appropriate for the application of increased height in Kerr Village may include, but are not limited to:
- i) the provision of *affordable housing* units and/or rental housing units;
 - ii) community service/facility space;
 - iii) non-profit child care facilities;
 - iv) public art;
 - v) enhanced streetscape/public open space improvements; and,
 - vi) enhanced green building and energy conservation technology.

23.7.3 Programs and Initiatives

- a) The Town shall prepare a *community improvement plan* for a *community improvement project area* within Kerr Village in accordance with section 28.14 of this Plan and the *Planning Act*.
- b) A program for public art shall be encouraged that:
 - i) reflects the community *character* and history of Kerr Village;
 - ii) includes the artistic design of community infrastructure such as benches, lighting, sidewalks, bus shelters and bike racks; and,
 - iii) may be incorporated in to public and private developments as part of the project design.
- c) In the Upper Kerr Village district west of Kerr Street north of Speers Road, an urban park is proposed, which:
 - i) may be located within the site bound by the Shepherd Road extension to the north, Kerr Street to the east, Speers Road to the south and St. Augustine Road extension to the west;
 - ii) may provide public underground parking facilities with a “green roof” at street level forming the urban park portion of the site;
 - iii) may be accessed at street level via mid-block pedestrian connections and from Kerr Street, Speers Road and the north Gateway; and,
 - iv) is encouraged to be maintained through a public-private partnership.

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24. BRONTE VILLAGE

Bronte Village is a historical area, located where Bronte Creek meets Lake Ontario, which began as a port and evolved into a fishing village and a summer holiday destination. It retains the *character* of a village community and is focused on the pedestrian-oriented areas along and around Lakeshore Road West and Bronte Road. The surrounding residential uses, the waterfront, and the harbour contribute to its unique heritage and sense of place.

Bronte Village is intended to continue to evolve and serve as an *intensification area*. Growth will be managed at clearly defined locations and will contribute to the Town's residential *intensification* targets.

24.1 Goal

Bronte Village will be a vibrant community, with a thriving commercial area and a variety of housing opportunities that provide a year round environment for residents, employees, and visitors.

24.2 Objectives

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

- 24.2.1 To nurture, conserve and enhance the historic lakeside village *character* of Bronte by:
- a) promoting a predominately low-rise and pedestrian-oriented built form along Lakeshore Road West, Bronte Road and Jones Street;
 - b) ensuring high quality urban design that complements and contributes to the historic *character* of Bronte Village;
 - c) protecting, conserving and enhancing *cultural heritage resources* and integrating them with new developments;
 - d) integrating public and private open spaces into the streetscape along Lakeshore Road West;
 - e) applying a co-ordinated streetscape and urban design plan, with recurring defining elements;
 - f) defining and conserving the *cultural heritage landscape character* of the harbour, lake and creek; and,
 - g) providing a sensitive transition between the concentration, mix and massing of uses and buildings within, and adjacent to, the village.

- 24.2.2 To revitalize the village and maintain a *complete community* by:
- a) permitting uses that attract different users throughout the day and throughout the year, by including a mix of residential, commercial, cultural and recreational uses, complemented by public open spaces;
 - b) providing for a variety of residential unit sizes in new buildings;
 - c) focusing retail, service commercial and office uses along Lakeshore Road West, Bronte Road and Jones Street;
 - d) providing for a variety of retail unit sizes and improved retail space to encourage commercial revitalization;
 - e) defining the gateways to the village with streetscape elements, buildings, and public art;
 - f) developing a community gathering space in the vicinity of Lakeshore Road West and Jones Street; and,
 - g) facilitating public investment in *infrastructure*, transit, recreation and cultural facilities to support existing and future residents, employees and visitors.
- 24.2.3 To maintain and improve waterfront connections by:
- a) protecting, enhancing and connecting existing waterfront open spaces;
 - b) maintaining existing views from public streets through to the lake and harbour;
 - c) enhancing the streetscape along streets connecting and adjacent to the waterfront and harbour;
 - d) encouraging active main floor uses along portions of streets connecting and adjacent to the waterfront and harbour; and,
 - e) developing improved pedestrian and cycling access around the inner harbour.

24.3 Development Concept

Bronte Village is intended to be revitalized as a mixed use area. The focus of revitalization and opportunities for *intensification* is in the area defined as the Bronte Village Main Street District.

The Bronte Village Main Street District as shown on Schedule P shall be the primary *development* district and the focus of change within Bronte Village. This district shall have a distinct *character* in terms of land use and function as set out in the following policies. The area of Bronte Village outside of the district shall remain stable.

24.3.1 Bronte Village Main Street District

New commercial and office *development* in the Bronte Village Main Street District will be reflective of the existing street-related main street commercial and office uses. Retail and office *development* is to occur along Lakeshore Road West and Bronte Road frontages at grade level. The community commercial retail functions should be retained and integrated with redevelopment.

New residential *development* shall primarily be provided in mixed use buildings. Higher residential densities shall be directed to the gateways of the District and serve to anchor Lakeshore Road West within Bronte Village as the main street.

The Bronte Village Main Street District will provide for well-defined landscaped streetscapes and integrated open spaces. A youth centre and public library are intended to be developed within the District.

Jones Street, between Sovereign Street and Marine Drive, will be animated by a mix of retail and residential uses and a public square located along Lakeshore Road West, which are intended to strengthen it as an important link to the waterfront.

24.3.2 Lands Outside of the Bronte Village Main Street District

The lands within Bronte Village, but outside of the Bronte Village Main Street District, are intended to provide for some *intensification* as permitted by the applicable residential land use designations.

The lands on the south side Sovereign Street, outside of the Bronte Village Main Street District, shall function as a transitional area to the residential neighbourhood to the north. Modest *intensification* will also be encouraged in this location in the form of detached, semi-detached and townhouse dwellings.

Street-related retail uses along the west side of Bronte Road are intended to strengthen the connection between the waterfront and the Bronte Village Main Street District to the north.

The waterfront parks, harbour and marinas are to be maintained and enhanced. Landscape improvements are to proceed in accordance with the approved park master plans, such as the Bronte Heritage Waterfront Park Master Plan to be implemented on the lands south of Ontario Street, west of Nelson Street. Buildings or structures related to the park and marina uses are contemplated to be developed in the waterfront area. These uses shall be situated in a manner that does not detract from the open *character* of the area.

24.4 Functional Policies

In addition to the policies in Parts C and D of this Plan, the following functional policies shall apply specifically to Bronte Village.

24.4.1 Transportation

- a) Parking
 - i) On-street parking shall be permitted throughout Bronte Village and may be counted toward non-residential parking requirements as established by the implementing zoning.
 - ii) Parking shall be encouraged to be provided below-grade within the Bronte Village Main Street District.
 - iii) Above grade parking structures shall:
 - be discouraged adjacent to Lakeshore Road West;
 - incorporate active at-grade uses facing public streets, except along Sovereign Street; and,
 - in all cases be screened from adjacent residential uses.
 - iv) Individual driveway access to Lakeshore Road West or Bronte Road shall be restricted. Where driveway access from a side street is not possible, shared driveways shall be encouraged.
- b) Through the *development* process, pedestrian and cycling amenities within Bronte Village are to be enhanced, including improved connectivity to, and within, the waterfront and harbour.

24.4.2 Public Realm

- a) Where the Lakeshore Road West right-of-way is greater than that required by the policies of this Plan, the Town may permit minor encroachments in the form of small open spaces, such as landscaped areas and patios related to adjacent retail uses, to enhance the streetscape. Guidelines to address this type of *development* shall be included in the urban design and streetscape guidelines to be prepared for Bronte Village.
- b) Through the planning application process, gateway treatments, in the form of landscaping, paving treatments and/or public art, which enhance the historic lakeside village *character* shall be encouraged at the following intersections:
 - i) Lakeshore Road West and Bronte Road;

- ii) Lakeshore Road West and East Street; and,
 - iii) Sovereign Street and Bronte Road.
- c) Views to the lake and harbour from public streets, which are part of the *cultural heritage landscape* of Bronte Village, shall be maintained.

24.4.3 Urban Design

- a) Urban design and streetscape guidelines shall be prepared for Bronte Village to establish the built form and public realm elements required to nurture, conserve and enhance a historic lakeside village *character*. The study to develop the guidelines shall address:
- i) Bronte Village's *cultural heritage resources*, including its lost built heritage, and how these elements may influence the design of new developments, streetscape treatments and public open spaces, including urban squares;
 - ii) opportunities to enhance the streetscape within the public right-of-ways, particularly the integration of existing and new green spaces along Lakeshore Road West and cohesive paving and sidewalk treatments;
 - iii) the treatment of public and private realms;
 - iv) the treatment of building façades; and,
 - v) options for street furniture, bicycle racks, bus shelters, signage, banners and lighting that will help to create a historic lakeside village *character*.
- b) Where a *development* precedes the completion of the urban design and streetscape guidelines, the applicant will be required to prepare a detailed urban design brief addressing those elements noted in subsection a).

24.4.4 Cultural Heritage

- a) *Cultural heritage resources* shall be maintained and integrated into new *development*.
- b) If the relocation of a heritage building is deemed appropriate as a last resort, it shall be relocated within the village.
- c) The Bronte Village Heritage Resources Review and Strategy, General Conservation and Commemoration Strategies, shall be used to guide *development*:
- i) on, adjacent to, or in the immediate vicinity of an individually designated historic property; or,

- ii) on a property listed on the Oakville Register of Properties of Cultural Heritage Value or Interest.
- d) Potential and identified *cultural heritage landscapes* shall be conserved according to the Cultural Heritage Landscape Strategy.

24.4.5 Growth Targets

- a) Bronte Village can accommodate a total of approximately 4,500 residents and 26,700 square metres of commercial space to provide for an estimated 900 jobs.
- b) A mix of approximately 950 new residential units and 2,000 square metres of new commercial space will be required to meet the target.

24.5 Land Use Policies

Land use designations are provided on Schedule P. In addition to the policies of Parts C and D of this Plan, the following policies apply specifically to Bronte Village.

- 24.5.1 On the lands designated Main Street 1 or Main Street 2 between Bronte Road and Jones Street, a public open space in the form of an urban square shall be developed.
- 24.5.2 On the lands designated Main Street 2 eligible for bonusing:
 - a) Hotels may also be permitted.
 - b) *Development* and redevelopment may be permitted which provides for minimum heights along Lakeshore Road and adjacent residential areas with the transfer of the unused height to an internal building, providing for a maximum of ten storeys including bonusing. The intent of the specific transfer of height is to allow flexibility of design while meeting the policies of this Plan and maintaining the same *development* yield.
- 24.5.3 On the lands designated Main Street 1 northeast of Lakeshore Road West and East Street, the maximum building height shall be two storeys.
- 24.5.4 On the lands designated Waterfront Open Space and Parkway Belt West:
 - a) Buildings or structures shall be designed and located to maximize public views to the lake and harbour from West River Street, Bronte Road, Jones Street, Nelson Street, East Street, Ontario Street, and Marine Drive.
 - b) *Cultural heritage resources*, including cenotaphs, may be enhanced with landscaping or by other means which increase their prominence within Bronte Village.

24.6 Bronte Village Exceptions – Schedule P

The following additional policies apply to certain lands on Schedule P, Bronte Village Land Use.

- 24.6.1 On the lands designated Urban Core within the block bounded by Bronte Road, Ontario Street, Jones Street and Marine Drive, the maximum building height shall be 10 storeys. Townhouses with a maximum height of three storeys may also be permitted. Residential uses may be located on the ground floor, except where adjacent to Bronte Road.
- 24.6.2 On the lands designated Main Street 1 located at 2290 and 2303 Lakeshore Road West, the redevelopment of existing drive-through facilities may occur. Notwithstanding the minimum building heights required by this Plan, building additions, alterations and/or replacements may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the properties as set out in this Plan.
- 24.6.3 On the lands designated Main Street 2 not eligible for bonusing, the following policies shall apply:
- a) Retail and service commercial uses shall not be permitted adjacent to Sovereign Street.
 - b) The maintenance of a food store in any redevelopment of the lands on the north side of Lakeshore Road West shall be encouraged.
 - c) *Development* and redevelopment may be permitted which provides for minimum heights along Lakeshore Road and adjacent residential areas with the transfer of unused height to an internal building providing for a maximum height of 10 storeys with the exception of one building located at the southeast corner of Bronte Road and Sovereign Street which may be permitted with a maximum height of 14 storeys and may be stand-alone residential.
 - d) Building additions, alterations and/or replacements of existing low-rise commercial uses may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the properties as set out in this Plan.
- 24.6.4 On the lands designated Main Street 1 north of Lakeshore Road between Bronte Road and Jones Street, the following policies shall apply:
- a) Retail and service commercial uses shall not be permitted adjacent to Sovereign Street.
 - b) Multiple attached dwellings may also be permitted.

- c) Building additions, alterations and/or replacements of existing low-rise commercial uses may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the properties as set out in this Plan.

24.6.5 On the lands designated Medium Density Residential at the northeast corner of Ontario and Jones Streets, detached dwellings may also be permitted.

24.6.6 On the lands designated Main Street 1 at the northwest and southwest corners of Marine Drive and Jones Street, townhouses may also be permitted.

24.7 Implementation Policies

In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to Bronte Village.

24.7.1 Phasing / Transition

- a) *Development* will likely occur gradually over the long-term and be co-ordinated with the provision of *infrastructure*, including:

- i) transit;
- ii) transportation improvements;
- iii) water and wastewater services;
- iv) stormwater management facilities;
- v) pedestrian and cycling facilities;
- vi) streetscape improvements; and,
- vii) *utilities*.

- b) 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 redeveloped in conformity with this Plan.

24.7.2 Bonusing

- a) The Town may allow increases of up to two storeys beyond the maximum permitted building height in the areas of Bronte Village delineated on Schedule P, 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 24.7.2 c).
- b) Bonusing shall only be permitted within Bronte Village if supported by a transportation impact analysis which 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 in Bronte Village may include, but are not limited to:
 - i) improved local transit service and transit user amenities;
 - ii) *affordable housing*;
 - iii) public parking facilities;
 - iv) streetscape enhancements;
 - v) cultural heritage conservation and enhancements;
 - vi) parkland improvements beyond the minimum standards for public squares; and,
 - vii) public art.

24.7.3 Programs and Initiatives

- a) The Town shall implement a parking utilization monitoring program within Bronte Village.
- b) The Town shall prepare a *community improvement plan* for a *community improvement project area* within Bronte Village in accordance with section 28.14 of this Plan and the *Planning Act*.

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25. DOWNTOWN OAKVILLE

Downtown Oakville is the Town's historic business and commercial area adjacent to Oakville Harbour and is a destination for residents and visitors. It is centred on the traditional main street, Lakeshore Road East, between Sixteen Mile Creek and Allan Street. The area is characterized by many historic commercial buildings, churches and homes and surrounded by older residential neighbourhoods, including the Heritage Conservation Districts.

While Downtown Oakville is identified as a Growth Area, new *development* is to recognize and enhance the existing vibrant mix of commercial, residential, cultural and institutional uses which contribute to its unique heritage *character* and sense of place.

25.1 Goal

Downtown Oakville will remain a major downtown area for the Town, providing a broad variety of commercial, office, entertainment, cultural and residential uses.

25.2 Objectives

The Town will, through public actions and in the process of reviewing planning applications, use the following objectives to guide decisions regarding Downtown Oakville.

25.2.1 Maintain the Downtown as a vibrant pedestrian-oriented mixed use centre by:

- a) providing a mix of employment, shopping, leisure and residential opportunities; and,
- b) encouraging mixed use buildings to promote day and evening activity.

25.2.2 Achieve a high quality level of urban design by:

- a) promoting high quality streetscapes, open spaces, public buildings, *infrastructure* and private buildings;
- b) ensuring new *development* is designed to maintain and enhance the Downtown's image as an enjoyable, safe, and pedestrian-oriented place, and complement the historical attributes of the area;
- c) creating an attractive public realm and ensuring developments are planned to support fully accessible street-related, pedestrian-oriented environments; and,
- d) ensuring that the appearance and function of the public realm and adjoining *development* are of consistently high quality and appropriate design.

- 25.2.3 To protect and enhance the historic importance of the Downtown by:
- a) protecting, conserving and enhancing *cultural heritage resources* and integrating them with new *development*;
 - b) requiring *development* to be *compatible* and complementary with adjacent residential neighbourhoods, *cultural heritage resources* and *cultural heritage landscapes*; and,
 - c) minimizing impacts of new *development*.

25.3 Development Concept

Downtown Oakville is comprised of the Central Business District land use designation as shown on Schedule Q. This area is intended to accommodate new retail, service commercial and residential uses through *intensification*.

25.4 Functional Policies

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

25.4.1 Parking

- a) Parking facilities will be located in central parking lots. Such parking facilities, if uncovered, will be adequately landscaped. It is intended that such facilities be integrated with building structures and/or provide convenient pedestrian connections to shopping areas.
- b) Commercial uses within the Central Business District in Downtown Oakville shall be exempt from parking requirements.

25.4.2 Urban Design

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

25.4.3 Cultural Heritage

Cultural heritage resources shall be maintained and integrated into new *development*.

25.4.4 Growth Target

Downtown Oakville can accommodate an additional 80 residential units.

25.5 Land Use Policies

Land use designations are provided on Schedule Q. In addition to the policies in Parts C and D of this Plan, the following policies apply specifically to Downtown Oakville.

- 25.5.1 Motor vehicle related uses, including motor vehicle sales and motor vehicle service stations, shall not be permitted.
- 25.5.2 The minimum building height shall be two storeys and the maximum building height shall be four storeys.

25.6 Downtown Oakville Exceptions – Schedule Q

The following additional policies apply to certain lands on Schedule Q, Downtown Oakville Land Use.

- 25.6.1 On lands designated Central Business District at the northeast corner of Randall and Reynolds Streets, a maximum building height of five storeys may be permitted.
- 25.6.2 On lands designated Central Business District at the southwest corner of Allan and Randall Streets, a maximum building height of six storeys may be permitted conditional upon the owner entering into an agreement under section 37 of the *Planning Act*.
- 25.6.3 On the lands designated Central Business District at the northwest corner of Lakeshore Road East and Allan Street, a maximum building height of five storeys shall be permitted.
- 25.6.4 On the lands designated Central Business District at the northeast corner of Randall Street and Navy Street, a maximum building height of 12 storeys shall be permitted.

25.7 Implementation Policies

In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to Downtown Oakville.

- 25.7.1 Phasing/Transition
 - a) *Development* will be co-ordinated with the provision of *infrastructure*, including:
 - i) transit (conventional and rapid transit);
 - ii) road network capacity;
 - iii) pedestrian and cycling facilities;
 - iv) water and waste water services;

- v) stormwater management facilities;
- vi) streetscape improvements; and,
- vii) *utilities*.

25.7.2 Bonusing

The Town may consider additional building height through an Official Plan amendment and in accordance with section 28.6.

25.7.3 The town shall prepare a *community improvement plan* for a *community improvement project area* within Downtown Oakville in accordance with section 28.14 of this Plan and the *Planning Act*.

26. SPECIAL POLICY AREAS

Special Policy Areas provide for those areas in the Town that are subject to further study under this Plan and/or areas for which additional policies apply beyond the underlying land use designations. The *Special Policy Areas* include specifically identified lands, as shown on the accompanying schedules, for which there are corresponding policies, including Low Density Residential Lands (RL1/RL1-0 zones), and the Trafalgar Road Corridor. There are also general areas for which *Special Policy Areas* are identified, including other corridors and areas for potential future *development*, and lands subject to the *Greenbelt Plan*.

26.1 Hospital Lands – Potential Residential Redevelopment Area

The hospital lands are located between Reynolds Street and Allan Street, south of Macdonald Road. These lands are currently designated as Institutional to recognize the hospital use, which is scheduled to cease by the end of 2015.

26.1.1 The *Special Policy Area* relating to the hospital lands may be considered, following a Town-initiated community visioning exercise, through the planning application process with the submission of the following studies and any other requirements under section 28.17:

- a) transportation demand analysis;
- b) traffic impact study;
- c) planning justification report;
- d) urban design brief;
- e) functional servicing study; and,
- f) community infrastructure assessment.

26.1.2 Redevelopment shall consider the following requirements in addition to those in section 11.1.9:

- a) *Development* should maintain and improve public parkland, pedestrian, cycling and vehicular access and connect to the surrounding neighbourhood and community.
- b) *Development* will be subject to a phasing plan.
- c) *Development* proposals will demonstrate compatibility and integration with the surrounding land uses by ensuring an effective transition in built form between areas of different *development* heights. Transition in built form will act as a buffer between proposed *development* and planned uses and should be provided through

appropriate design, siting, setbacks and the provision of public and private open space and amenity space.

- d) *Development* shall protect and enhance natural features.
- e) *Development* will be required to provide the necessary community infrastructure, transportation *infrastructure* and other services required to maintain a *complete community*.
- f) *Development* shall protect and enhance existing cultural heritage features and, where feasible, integrate such features into the *development* of the lands.

26.1.3 Notwithstanding the Institutional designation, the lands may be redeveloped in accordance with the permitted uses and policies of the Low Density Residential designation and may also include the uses permitted in the Medium Density Residential designation. Community uses may also be permitted.

26.1.4 The Town shall encourage the maintenance and preservation of the old Oakville Trafalgar High School building, which is designated under the *Heritage Act*, in any *development* of the site.

26.2 Residential Low Density Lands (RL1 / RL1-0 Zones)

26.2.1 The *Special Policy Area* in Southeast, Central and Southwest Oakville that applies to the Low Density Residential designation is intended to protect the unique *character* of this area within the Town. Due to the special attributes of the large lots and related homes in this *Special Policy Area*, *intensification* shall be limited to *development* which maintains the integrity of the large lots. Densities in the *Special Policy Area* shall not exceed 10 units per *site hectare* notwithstanding the Low Density Residential designation.

26.3 Trafalgar Road Corridor (QEW to Dundas Street)

The lands adjacent to Trafalgar Road, between the QEW and Dundas Street, are a *Special Policy Area* known as the Trafalgar Road Corridor. This corridor provides a direct link between Midtown Oakville and the Uptown Core, and contains a number of vacant or underutilized sites that can accommodate *transit-supportive intensification*.

The boundary of the Trafalgar Road Corridor *Special Policy Area* is identified on Schedule I, Central Land Use. Large sites that are not wholly within the Trafalgar Road Corridor *Special Policy Area* boundary on Schedule I, Central Land Use, shall be deemed to be within the *Special Policy Area*.

The following special policies provide a framework for change within the Trafalgar Road Corridor *Special Policy Area*, except in the following cases:

- The portion of the Trafalgar Road Corridor that is also within the Uptown Core growth area is not subject to the following special policies.
- Lands within the Trafalgar Road Corridor that are designated Low Density Residential or Medium Density Residential and occupied by existing detached, semi-detached or multiple attached dwellings.

26.3.1 Development Concept

The Trafalgar Road Corridor *Special Policy Area* is intended to provide for the redevelopment of specific properties along Trafalgar Road to provide *transit-supportive development* which supports and creates an urban connection between Midtown Oakville and the Uptown Core.

The Trafalgar Road Corridor consists of a wide range of existing land uses including low and medium density residential uses. *Development* shall be designed to respect the built and planned context, and in accordance with the design direction contained in the Livable by Design Manual.

26.3.2 Functional Policies

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

a) Urban Design

- i) Detailed urban design guidelines shall be prepared for the Trafalgar Road Corridor to establish standards for the built form, the treatment of the public and private realms, and the elements required to create a *transit-supportive* corridor.
- ii) The public realm shall accommodate multi-modal transportation, a high quality streetscape, and promote pedestrian and cyclist mobility with connections to transit and amenities.
- iii) *Development* shall promote safe and convenient access to transit stops and stations, and should be integrated with transit stops, where possible. Barriers, such as boundary fences, shall be discouraged.
- iv) *Development* and redevelopment should provide a seamless transition between the public and private realms and promote access between the built form and public realm along the street edge.
- v) Buildings adjacent to Trafalgar Road shall be sited parallel to the Trafalgar Road frontage having their principal entrances oriented towards, and accessible from, Trafalgar Road.

vi) Public views of civic buildings, natural features and open spaces, and Lake Ontario shall be maintained or created on Trafalgar Road. Views and vistas shall be achieved through the strategic siting and design of buildings, layout of pedestrian circulation and open space systems.

vii) Gateways

The intersections of Trafalgar Road with the QEW, and Trafalgar Road with Dundas Street, are major gateway locations. The intersection of Trafalgar Road with Upper Middle Road is a minor gateway location.

- Gateways should be enhanced by features such as prominent buildings, strategic building placement, urban squares, landscape features and public art.

viii) Parking

- Below grade parking shall be encouraged. Above grade parking structures may be permitted if screened from view and incorporated into mixed use buildings.
- Above grade parking structures shall not be located adjacent to existing low-rise residential neighbourhoods.
- Surface parking shall be discouraged; however, where surface parking is provided it shall be in the side or rear yard and appropriately screened from the public realm.

26.3.3 Land Use Policies

Land use designations for the lands within the Trafalgar Road Corridor *Special Policy Area*, excluding those lands within the Uptown Core, are provided on Schedule I, Central Land Use. The following policies apply specifically to the lands within the Trafalgar Road Corridor *Special Policy Area*, excluding those lands within the Uptown Core.

- a) Notwithstanding section 11.1.8 b), existing place of worship sites on lands designated Low Density Residential within the Trafalgar Road Corridor *Special Policy Area*, may have sufficient area to accommodate appropriate *intensification* through *development* approvals. *Intensification* of these sites may occur with Low and Medium Density Residential uses, up to a maximum of four storeys, in association with the maintenance of the existing place of worship.
- b) Notwithstanding section 11.1.8 c) and 11.4.2, on lands designated High Density Residential within the Trafalgar Road Corridor *Special Policy Area*, there may be underutilized lands on which additional *development* may be appropriate.

Intensification of these lands may be considered to occur up to 300 units per *site hectare*.

- c) On lands designated Main Street 2 within the Trafalgar Road Corridor *Special Policy Area*, the following policies shall apply:
 - i) On the portion of lands located adjacent to Trafalgar Road, buildings shall be a minimum of four storeys and a maximum of six storeys in height. On the portion of lands located adjacent to Lillykin Street, only residential buildings shall be permitted with a minimum of two storeys and a maximum of four storeys in height to provide a transition to the lands designated Low Density Residential. Single use residential buildings may be permitted within the Main Street 2 designation.
 - ii) *Development* shall be based on a comprehensive *development* plan which demonstrates the potential full build out of the designated area.

26.3.4 Exceptions

- a) Within the Institutional designation, on the portion of the Sheridan College lands between Trafalgar Road and the existing college buildings, the following policies shall apply:
 - i) As part of any *development* approval, *development* and redevelopment shall be based on a comprehensive *development* plan which demonstrates the potential full build out of the site.
 - ii) The uses permitted in the Urban Core designation in section 12.5.1 shall also be permitted.
 - iii) Mixed use and single use buildings may be permitted within the overall comprehensive *development* plan or redevelopment.
 - iv) Building Height
 - The maximum building height shall be 12 storeys.
 - Notwithstanding the maximum building height, new buildings proposed along Sheridan College's northerly property boundary shall be developed in consideration of those lands designated Residential Low Density, and no taller than four storeys.
 - Minimum building heights shall be determined through the *development* process and regulated by the implementing zoning to ensure *transit-supportive development* is achieved while providing opportunities for distinct, landmark institutional buildings.

- Notwithstanding the minimum building height, buildings that directly front Trafalgar Road should be the equivalent of six storeys.
- The Town may allow for increases of up to four storeys beyond the maximum permitted building height through bonusing, without amendment to this Plan, in exchange for the provision of public benefits as listed in section 28.6.2.
- Development on the Sheridan College site may be permitted which provides for the transfer of unused height to buildings south of Ceremonial Drive, providing for a maximum of 18 storeys, inclusive of any bonusing. The intent of the specific transfer of height is to allow for flexibility of design while meeting the policies of this Plan and maintaining the same development yield.

26.4 Corridors

Corridors represent general linear areas along major arterial roads. These areas provide a linkage between nodes and can provide for various functions including support for *employment areas* or as a buffer to residential neighbourhoods. Corridors generally contain a mix of uses, many in transition, and many unrelated or connected in form or function. Corridors are recognized for their potential for *intensification* due to their location along major transit routes and, in many cases, because they contain numerous vacant or underutilized lands.

- 26.4.1 The corridor located along Dundas Street should be further studied by the Town to identify *intensification* opportunities associated with planned transit improvements, and appropriate land use policies to accommodate those *intensification* opportunities.
- 26.4.2 The corridor located along Speers Road should be further studied to confirm long-term land uses and opportunities for *intensification* suitable for this area.

26.5 Greenbelt Plan Areas

- 26.5.1 The lands identified as *Greenbelt areas* on the accompanying schedules are subject to the *Greenbelt Plan*. Many of the lands that contain the Greenbelt overlay are designated Natural Area or Parkway Belt West and contain natural features. While this Plan's policies are applicable, where there is a conflict between this Plan and the *Greenbelt Plan* policies, the *Greenbelt Plan* policies shall prevail.

26.6 Other Areas for Further Study

- 26.6.1 The following areas have been identified for potential future *development* and should be comprehensively studied to determine future land uses and policies:
- a) lands in the vicinity of the QEW and Bronte Road on the north side; and,

- b) lands in the vicinity of Highway 403 on the west side between Dundas Street and Upper Middle Road.

26.6.2 The comprehensive studies for potential future *development* areas should address servicing and *infrastructure* needs, including a detailed transportation needs analysis, phasing of servicing and *development*, and appropriate land uses. Approvals for individual site *development* applications in these areas shall be considered premature until the necessary comprehensive studies are completed.

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27. EXCEPTIONS

27.1 South West Exceptions – Schedule F

The following additional policies apply to certain lands on Schedule F, South West – Land Use, excluding the Bronte Village Growth Area.

- 27.1.1 On the lands designated Core Commercial north of Wycroft Road, east of Burloak Drive, general merchandise stores or any department store exceeding 9,290 square metres, shall not be permitted.
- 27.1.2 On the lands designated High Density Residential on the south side of Lakeshore Road West, west of Great Lakes Boulevard:
- a) The *development* shall consist of 3 buildings with a maximum of 300 residential units.
 - b) The buildings heights shall not exceed 8 storeys and shall be terraced from 8 storeys on the north side and 5 storeys along the south side adjacent to the public walkway.
 - c) A tree preservation area shall be established along the Lakeshore Road West frontage to minimize impacts on the significant trees and the natural habitat on the site.
 - d) A top-of-bank walkway and an *erosion* setback area shall be established along the Lake Ontario shoreline.
 - e) Only one vehicular access shall be permitted to Lakeshore Road West to minimize the impact on the tree preservation area.
 - f) No buildings, structures or parking facilities shall be permitted within the tree preservation area, *erosion* setback and top-of-bank public walkway areas other than one temporary sales pavilion/trailer and one driveway and associated landscape or entrance features.
- 27.1.3 The corridor designated Parks and Open Space, Natural Area and Waterfront Open Space that runs between Rebecca Street and the pier opposite the southern terminus of Great Lakes Boulevard, including portions of Shell Park, may be used for the transmission of petroleum and petrochemical products.
- 27.1.4 On the lands designated Low Density Residential at the southwest corner of Rebecca Street and Woodside Drive, a maximum of 30 units shall be permitted.
- 27.1.5 On the lands designated Medium Density Residential at the northwest corner of Sedgewick Crescent and Woodside Drive, a maximum of 28 units shall be permitted.

- 27.1.6 On the lands designated Natural Area on the west side of the Appleby College property, the existing sports field and open space use may be restored and/or rebuilt to its previous condition if damaged or destroyed by a natural disaster, subject to the following:
- a) The owner shall prepare an environmental impact statement to demonstrate, to the satisfaction of the Town, that *erosion* and any adverse impacts to water quality, water quantity, slope stability, *wildlife* habitat, existing vegetation and drainage shall be minimized and existing valley slopes shall not be disturbed.
 - b) Necessary mitigation measures shall be implemented to the satisfaction of the Town.
 - c) The necessary permits shall be obtained from Conservation Halton.
- 27.1.7 On the lands designated Business Commercial at the northeast corner of Burloak Drive and Rebecca Street a maximum of 7,600 square metres of convenience retail and service commercial uses may be permitted. Of the 7,600 square metres of convenience retail and service commercial uses, a maximum of 3,252 square metres may be permitted for a food store. A minimum of 1,393 square metres shall be provided for office uses. All uses will be subject to further limitations defined within the implementing zoning.
- 27.1.8 On the lands designated Business Employment known as 399 Speers Road, notwithstanding Section 14.1.6, a retail warehouse may be permitted. Additional retail and service commercial uses may also be permitted up to a maximum of 2,500 square metres on the site.
- 27.1.9 On the lands designated Business Employment located north of Rebecca Street, west of Great Lakes Boulevard and east of Burloak Drive, a *place of worship* and associated *educational facility* on a site greater than two hectares may be permitted.
- 27.1.10 On the lands designated Business Employment and known as 3422 Superior Court, motor vehicle related uses may also be permitted.
- 27.1.11 On the lands designated Industrial and known as 2245 Speers Road, a public hall may also be permitted.
- 27.1.12 On the lands designated Business Commercial bounded by Wallace Road, Speers Road, and Fourteen Mile Creek, light industrial uses may also be permitted.
- 27.1.13 On the lands designated Business Employment known as 2231 Wyecroft Road, a transportation terminal may also be permitted.
- 27.1.14 On the lands designated Industrial at the southeast corner of Wyecroft Road and Redwood Square, *special needs housing* limited to an emergency shelter, may also be permitted.

- 27.1.15 On the lands designated Low Density Residential known as 3060 Lakeshore Road West, a veterinary clinic may also be permitted.
- 27.1.16 On the lands designated Neighbourhood Commercial on the north side of Pinegrove Road, opposite Wendall Place, a maximum building height of three storeys shall be permitted.

27.2 South East Exceptions – Schedule G

The following additional policies apply to certain lands on Schedule G, South East – Land Use, excluding the Midtown Oakville, Kerr Village and Downtown Oakville Growth Areas.

- 27.2.1 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 3 storeys.
 - b) On the lands designated High Density Residential, only townhouses and apartments may be permitted with a maximum building height of 4 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.

27.2.2 On the lands designated Central Business District 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.

27.2.3 On the lands designated High Density Residential at the northeast corner of Lakeshore Road West and Forsythe Street a maximum of 68 apartment units shall be permitted. The maximum building height shall be in accordance with the implementing zoning.

27.2.4 The lands designated Medium Density Residential on the south side of Robinson Street between Water Street and Navy Street may be developed for a maximum of 13 dwelling units.

27.2.5 On the lands designated Business Employment on the west side of Winston Churchill Boulevard, north of Deer Run Avenue and south of the railway spur line, outside storage may also be permitted provided that it is not adjacent to the open space corridor and is appropriately buffered from the residential area to the west.

27.2.6 The lands designated Medium Density Residential on the northwest corner of Sheddon Avenue and Allan Street may be developed for a maximum of 19 apartment dwelling units. The maximum building height shall be three storeys.

27.2.7 On the lands designated High Density Residential known as 262 and 268 Reynolds Street, a maximum building height of three storeys shall be permitted.

- 27.2.8 On the lands designated High Density Residential known as 288 Reynolds Street, a maximum building height of three storeys shall be permitted.
- 27.2.9 On the lands designated High Density Residential known as 312 Reynolds Street, a maximum of five apartment units, and a maximum building height of three storeys shall be permitted.
- 27.2.10 On the lands designated High Density Residential known as 392 Pine Avenue, a maximum building height of six storeys shall be permitted.
- 27.2.11 On the lands designated Low Density Residential at the southwest corner of Lakeshore Road East and Maple Grove Drive, and known as the historic Edgemere estate, a maximum of 32 dwelling units may be permitted, consisting of:
- a) 10 residential buildings, designed to look like detached dwellings, each containing a maximum of three dwelling units; and,
 - b) the heritage gate house and coach house, each containing one dwelling unit.
- 27.2.12 A portion of the lands designated Business Employment at the northeast corner of Wycroft Road and Dorval Drive may also be used for retail uses as regulated by the implementing zoning.
- 27.2.13 On the lands designated Low Density Residential on the east side of Charnwood Drive, south of Charnwood Park, only detached dwellings shall be permitted, and the density shall not exceed 10 units per *site hectare*.
- 27.2.14 On the lands designated Low Density Residential at the southwest corner of Dunn Street and Trafalgar Road, apartments and business office uses may also be permitted in the existing building.

27.3 West Exceptions – Schedule H

The following additional policies apply to certain lands on Schedule H, West – Land Use, excluding the Palermo Village Growth Area.

- 27.3.1 On the lands designated High Density Residential on the south side of Upper Middle Road West, west of Reeves Gate and immediately adjacent to the east tributary of the Fourteen Mile Creek, only an apartment building with a maximum of 95 dwelling units shall be permitted. The maximum building height shall be 3 storeys.
- 27.3.2 On the lands designated Private Open Space on the south side of Dundas Street, immediately west of Sixteen Mile Creek (St. Volodymyr’s Cultural Centre), excluding the cemetery lands, only the following uses may be permitted:
- a) a *place of worship*;

- b) a youth hostel;
- c) a community centre;
- d) senior citizens' housing;
- e) conservation uses; and,
- f) active and passive recreational uses.

27.3.3 On the lands designated Low Density Residential on the west side of Montrose Abbey Drive, south of the lands fronting onto Friars Court and north of the Glen Abbey Trail:

- a) *Development* shall be designed to preserve intact both the wooded *character* of the area and preserve individually identified specimen trees to the maximum extent possible. A tree inventory and arborist's report shall be required to indicate the location, species and health of all significant trees. Higher standards of tree protection may be imposed, where warranted, to provide for the long-term preservation of the wooded area.
- b) To provide flexibility in *development*, while ensuring the preservation of trees, a range of housing is permitted. Detached, semi-detached and multiple attached dwellings may be permitted. Building clusters and other innovative forms of low-density housing, which maximize the preservation of trees, may also be considered.
- c) The maximum density shall not exceed 16 units per *site hectare*.
- d) Site plan approval shall be required.

27.3.4 On the portion of the Glen Abbey Golf Club property designated Private Open Space, the following additional uses related to the principal golf course use may also be permitted:

- a) a hotel / conference centre with accessory facilities and uses thereto;
- b) banquet and dining facilities;
- c) limited retail, service commercial, manufacturing and storage;
- d) recreational, educational and cultural facilities;
- e) administrative offices and publication facilities; and,
- f) maintenance / groundskeeper facilities, including existing residential uses.

- 27.3.5 On the portion of the Glen Abbey Golf Club property designated Natural Area, the existing golf course use may be restored and/or rebuilt to its previous condition if damaged or destroyed by a natural disaster, subject to the following:
- a) The owner shall prepare an environmental impact statement to demonstrate, to the satisfaction of the Town, that *erosion* and any adverse impacts to water quality, water quantity, slope stability, *wildlife* habitat, existing vegetation and drainage shall be minimized and existing valley slopes shall not be disturbed.
 - b) Necessary mitigation measures shall be implemented to the satisfaction of the Town.
 - c) The necessary permits shall be obtained from Conservation Halton.
- 27.3.6 On the lands designated Medium Density Residential on the east side of Proudfoot Trail south of Dundas Street West, a density between 13 and 57 units per *site hectare* may be permitted. Low density residential uses may also be permitted on the lands in accordance with section 11.2. The lands may also be used for a temporary model home sales office and for model homes.
- 27.3.7 On the lands designated Medium Density Residential on the south side of Dundas Street West, west of Elder Lane, the maximum residential density shall be 55 units per *site hectare*.
- 27.3.8 The lands designated Natural Area and Parks and Open Space along the Fourteen Mile Creek valley between Upper Middle Road West to the north and the Q.E.W. to the south are within the Parkway Belt West Plan. The policies of the Parkway Belt West Plan shall govern the use of land until such time that the lands are removed from the Parkway Belt West Plan and come under the jurisdictions of the town and this Plan.
- 27.4 Central Exceptions – Schedule I**
- The following additional policies apply to certain lands on Schedule I, Central – Land Use, excluding the Uptown Core Growth Area.
- 27.4.1 On the lands designated High Density Residential at the southwest corner of Dundas Street and Prince Michael Drive the maximum building height shall be eight storeys.
- 27.4.2 On the lands designated Medium Density Residential known as 29 The Greenery, a convenience store may be permitted in combination with a residential use. The maximum gross commercial floor area shall be 100 square metres and no on-site parking shall be required for the commercial use.
- 27.4.3 On the lands designated Neighbourhood Commercial at the northwest corner of Upper Middle and Trafalgar Roads, only a motor vehicle service station and a motor vehicle repair facility shall be permitted.

- 27.4.4 On the lands designated Neighbourhood Commercial at the northeast corner of White Oaks Boulevard and Trafalgar Road, office uses may also be permitted.
- 27.4.5 On the portion of the Oakville Golf Club property designated Natural Area, the existing golf course use may be restored and/or rebuilt to its previous condition if damaged or destroyed by a natural disaster, subject to the following:
- a) The owner shall prepare an environmental impact statement to demonstrate, to the satisfaction of the Town, that *erosion* and any adverse impacts to water quality, water quantity, slope stability, *wildlife* habitat, existing vegetation and drainage shall be minimized and existing valley slopes shall not be disturbed.
 - b) Necessary mitigation measures shall be implemented to the satisfaction of the Town.
 - c) The necessary permits shall be obtained from Conservation Halton.
- 27.4.6 On the lands designated Medium Density Residential on the east side of Postridge Drive, north of English Rose Lane, retail and service commercial uses may also be permitted on the ground floor of buildings fronting onto Postridge Drive.
- 27.4.7 On the lands designated Office Employment at the southeast corner of Iroquois Shore Road and Trafalgar Road, a motor vehicle service station, and a motor vehicle repair facility, may also be permitted.
- 27.4.8 On the lands designated Neighbourhood Commercial at the southeast corner of Dundas Street East and Prince Michael Drive, the maximum floor area for retail and service commercial uses shall be regulated by the implementing zoning.

27.5 East Exceptions – Schedule J

The following additional policies apply to certain lands on Schedule J, East – Land Use.

- 27.5.1 On the lands designated Business Commercial on the east side of Eighth Line north of the future Iroquois Shore Road, notwithstanding sections 14.1.6 and 14.6.3, a maximum of 9,700 square metres of retail uses may be permitted. The type and size of uses on the site shall be defined within the implementing zoning.
- 27.5.2 On the lands designated Business Commercial at the southeast corner of Bristol Circle and Winston Park Drive (Oakville Entertainment Centrum):
- a) Motor vehicle related uses, including motor vehicle sales, shall not be permitted.
 - b) Retail uses shall not exceed 2,750 square metres in total floor area.

- 27.5.3 On the lands designated Industrial north of Royal Windsor Drive, west of Ford Drive and south and east of the Queen Elizabeth Way, *major office* and office uses may also be permitted.
- 27.5.4 On the lands designated Business Commercial at the northeast corner of Upper Middle Road and Ninth Line the following shall apply:
- a) An expansion to the existing *educational facility* is permitted in accordance with the existing zoning.
 - b) Any change to the zoning of the abutting lands shall recognize the existing *educational facility* and the current setback regulations as provided for in the existing zoning.

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