



**THE CORPORATION OF THE TOWN OF OAKVILLE
BY-LAW NUMBER 2014-033**

Official Plan Amendment 8

A by-law to adopt an amendment to the Livable Oakville Plan,
Official Plan Amendment Number 8
(coordination of urban design policies (section 6) with the
Livable by Design Manual – Urban Design Direction for Oakville).

WHEREAS the Livable Oakville Plan (2009 Town of Oakville Official Plan), which applies to the lands south of Dundas Street and the lands north of Highway 407, was adopted by Council on June 22, 2009, and approved with modifications by the Ontario Municipal Board on May 10, 2011; and,

WHEREAS subsection 21(1) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, states that a council of a municipality that is within a planning area may initiate an amendment to any official plan that applies to the municipality, and section 17 applies to any such amendment; and

WHEREAS it is deemed necessary to pass an amendment to section 6 of the Livable Oakville Plan to incorporate modifications to the existing text and introduce policies related to urban design that support the approval of the Livable by Design Manual – Urban Design Direction for Oakville,

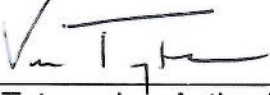
COUNCIL ENACTS AS FOLLOWS:

1. The attached Amendment Number 8 to the Livable Oakville Plan is hereby adopted.
2. Pursuant to subsection 17(27) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, this Official Plan Amendment comes into effect upon the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to subsections 17(24) and (25). Where one or more appeals have been filed under subsection 17(24) and (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Municipal Board.
3. In the event that the Regional Municipality of Halton, being the Approval Authority, declares this Official Plan Amendment to be not exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Amendment Number 8 to the Livable Oakville Plan.

PASSED this 12th day of May, 2014



Rob Burton Mayor



Vicki Tytaneck Acting Town Clerk

**By-law No. 2014-033 Approved as modified by
OMB Order dated December 22, 2014 Case No.
PL140731 (OMB Order attached)**



Official Plan Amendment Number 8 to the Town of Oakville's Livable Oakville Plan

Constitutional Statement

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number 8 to the Livable Oakville Plan.

Part 1 – Preamble

A. Purpose

The primary purpose of the proposed official plan amendment is to incorporate into the Livable Oakville Plan certain modifications to the text necessary to support the approval of the Livable by Design Manual – Urban Design Direction for Oakville.

The effect of the changes to the text will be to:

- clarify the intent of the Plan
- revise the wording for greater consistency within the Plan
- eliminate potential policy conflicts within the text
- relocate policies, renumber policies and reorganize selected sub-sections
- combine text of selected existing policies into a single new policy
- divide the text of selected existing policies into multiple new policies
- incorporate new policies that align with the direction presented in the Livable by Design Manual – Urban Design Direction for Oakville

B. Background

- Council adopted the Livable Oakville Plan on June 22, 2009. Halton Region then approved the Plan, with modifications, on November 30, 2009, as it was deemed to conform to the Growth Plan, and be consistent with the Provincial Policy Statement, 2005, and the Region's Official Plan, as amended, including the proposed ROPA 38. That decision was appealed by a number of parties.

- Following the resolution of a majority of the appeals, the Ontario Municipal Board approved the Plan with further modifications on May 10, 2011. More modifications were approved by the Board throughout 2012 to resolve outstanding site-specific appeals.
- The Plan is in force except for two outstanding site-specific appeals identified in Appendix 2 of the Plan.
- The new urban design manual, *Livable by Design Manual – Urban Design Direction for Oakville*, will implement the urban design policies in section 6 of the *Livable Oakville Plan*. The design document is targeted for approval in 2014. The document is also known as Part A of the *Livable by Design Manual*.

C. Basis

- Through the creation of the draft *Livable by Design Manual – Urban Design Direction for Oakville* and the ongoing implementation of Section 6 of the *Livable Oakville Plan*, staff identified policies where clarity and consistency could be improved, potential conflicts could be eliminated, and new policies could be introduced.
- Notice of the proposed amendment was published in the local newspaper on March 19, 2014 and circulated to agencies and public bodies as prescribed by the *Planning Act*.
- The proposed amendment was available from the Planning Services Department, and on the Town's website (www.oakville.ca), for a period of 27 days prior to the statutory public meeting.
- The statutory public meeting was held on Wednesday, April 16, 2014.

Part 2 – The Amendment

A. Structural Changes

The amendment includes the changes to the structure of section 6, Urban Design, of the Livable Oakville Plan listed in the table below.

Existing Structure Section 6 Urban Design	New Structure Section 6 Urban Design
6. URBAN DESIGN	6. URBAN DESIGN
6.1 General	6.1 General
6.2 Public Realm	6.2 Public Realm
6.3 Gateways	6.3 Complete Streets (new subheading)
6.4 Transition	6.4 Streetscapes (new subheading)
6.5 Built Form	6.5 Street Layout/Design (new subheading)
6.6 Urban Squares	6.6 Gateways
6.7 Public Art	6.7 Urban Squares
6.8 Access and Circulation	6.8 Public Art
6.9 Landscaping	6.9 Built Form
6.10 Parking	6.10 Landscaping
6.11 Service, Loading and Storage Areas	6.11 Pedestrian Access and Circulation (6.8 divided)
6.12 Signage and Lighting	6.12 Vehicular Access and Circulation (6.8 divided)
	6.13 Parking
	6.14 Lighting (6.12 divided)
	6.15 Signage (6.12 divided)
	6.16 Service, Loading and Storage Areas

B. Text Changes

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

Item No.	Current Section	Description of Change
1.	6.1.1 URBAN DESIGN Objectives	<p>Revise the policy as follows:</p> <p>The general objectives for urban design are to provide for:</p> <ul style="list-style-type: none"> a) to provide diversity, amenity, comfort, safety and compatibility with the existing community; b) to encourage attractive, barrier-free, and safe public spaces, such as streetscapes, gateways, vistas and open spaces; c) to promote innovative and diverse urban form and excellence in architectural design; and, d) to promote the creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas and high profile locations such as gateways to the Town.

Item No.	Current Section	Description of Change
2.	6.1.2 URBAN DESIGN General Policies	<p><i>Renumber the policy as section 6.1.2 b) and 6.1.2 c) and revise as follows:</i></p> <p>It is the intention of the Town to incorporate specific Urban design policies for the Growth Areas shall be developed and incorporated by amendment to this Plan.—and to implement</p> <p>These The urban design policies will be implemented through <i>form based zoning</i> design documents and zoning.</p>
3.	NEW URBAN DESIGN General Policies	<p><i>Insert a new policy as section 6.1.2 a) as follows:</i></p> <p><u>Development and public realm improvements shall be consistent with the urban design direction provided in the Livable by Design Manual, as amended.</u></p>
4.	6.2.1 URBAN DESIGN Public Realm	<p><i>Revise the policy as follows:</i></p> <p>High quality urban design promoting creativity and innovation shall be achieved in the public realm.</p> <p><u>The design of the public realm shall promote creativity and innovation and include:</u></p> <ul style="list-style-type: none"> a) <u>a network of streets accommodating choices for pedestrians, cyclists, transit and vehicles;</u> b) <u>walkable street lengths for pedestrians;</u> c) <u>a network of accessible, interconnected and predictable pedestrian-oriented spaces and routes;</u> d) <u>comfortable and accessible public spaces that respond to their surroundings; and</u> e) <u>furnishings, trees and landscaping, wayfinding, and public art that provide orientation and a sense of identity.</u>
5.	6.2.2 URBAN DESIGN Public Realm	<p><i>Relocate the policy as section 6.5.1 under the subheading "6.5 Street Design / Layout" and revise as follows:</i></p> <p>Development should extend, establish or reinforce a modified grid-like street pattern with an inter-connected network of roads designed to:</p> <ul style="list-style-type: none"> a) reduce and disperse traffic by providing alternative routes; b) enhance bicycle and other vehicular movement; c) support the integration of viable transit service; and d) preserve and respond to existing natural and topographical features.
6.	6.2.3 URBAN DESIGN Public Realm	<p><i>Relocate the policy as section 6.5.2 and revise as follows:</i></p> <p>Culs-de-sac should shall only be considered when where warranted by the physical conditions of the site or neighbourhood character.</p>
7.	6.2.4 URBAN DESIGN Public Realm	<p><i>Delete the policy. The relevant text is incorporated into section 6.2.1.</i></p> <p>Blocks within new development should be of an appropriately walkable length which promotes efficient walking routes.</p>

Item No.	Current Section	Description of Change
8.	6.2.5 URBAN DESIGN Public Realm	<i>Relocate the policy as section 6.5.3 under the subheading "6.5 Street Design / Layout".</i>
9.	6.2.6 URBAN DESIGN Public Realm	<p><i>Relocate the policy as section 6.4.1 under the subheading "6.4 Streetscapes" and revise as follows:</i></p> <p>Streetscapes shall:</p> <ol style="list-style-type: none"> a) <u>reflect enhance the local context and create a sense of identity;</u> b) <u>promote a pedestrian-oriented environment that is safe, attractive and accessible barrier-free;</u> c) <u>provide well designed and coordinated tree planting, landscaping, lighting, and furnishings;</u> d) <u>provide wayfinding and navigational information;</u> and, e) <u>provide cohesion and seamless transitions between the public and private realms.</u>
10.	6.2.7 URBAN DESIGN Public Realm	<p><i>Relocate the policy as section 6.4.2 and revise as follows:</i></p> <p>New <i>development</i> should contribute to the creation of a cohesive streetscape through <u>by:</u></p> <ol style="list-style-type: none"> a) <u>placing the placement of principal building entrances towards the street and where applicable, towards corner intersections;</u> b) <u>framing the street and creating a sense of enclosure;</u> c) <u>achieving a providing variation of in façade articulation and details;</u> d) <u>connecting the location of active uses, such as patios, designed to connect to the public realm to enhance the liveliness and vibrancy of the street, where applicable; and,</u> e) <u>incorporating sustainable design elements, such as trees, plantings, furnishings, lighting, etc.;</u> f) <u>coordinating improvements in building setback areas to create transitions from the public to private realms; and</u> g) <u>improving the visibility and prominence of and access to unique natural, heritage, and built man-made features.</u>
11.	NEW URBAN DESIGN Complete Streets	<p><i>Insert a new policy as section 6.3.1 under the subheading "6.3 Complete Streets" as follows:</i></p> <p><u>The design of new streets and enhancement of existing streets shall incorporate the following attributes of complete streets, where appropriate:</u></p> <ol style="list-style-type: none"> a) <u>multi-modal choices;</u> b) <u>circulation alternatives and convenient connections;</u> c) <u>priority pedestrian, cyclist and transit usage;</u> d) <u>comfortable, barrier free and safe routes;</u> e) <u>ecologically sustainable features; and</u> f) <u>quality spaces for public life.</u>

Item No.	Current Section	Description of Change
12.	NEW URBAN DESIGN Streetscapes	<p>Insert a new policy as section 6.4.3 as follows:</p> <p><u>Above-ground utilities should be grouped to minimize visual and physical intrusions on the streetscape. Locating utilities underground is encouraged.</u></p>
13.	NEW URBAN DESIGN Streetscapes	<p>Insert a new policy as section 6.4.4 as follows:</p> <p><u>The creation of new streetscapes and improvements to existing streetscapes shall be consistent with the process outlined in the Streetscape Strategy (February 2014), as amended.</u></p>
14.	6.3.1 URBAN DESIGN Gateways	<p>Relocate the policy as section 6.6.1 and revise as follows:</p> <p>Gateways shall should create a sense of entrance and arrival <u>through well-designed built form, landscaping and enhanced streetscape treatments that contribute</u> contributing to community image and identity.</p>
15.	6.3.2 URBAN DESIGN Gateways	<p>Relocate the policy as section 6.6.2 and revise as follows:</p> <p>Major gateways should be <u>are</u> located at visually prominent sites located at major entry points into the Town and at other prominent locations entering the Growth Areas. Minor gateways should be <u>are</u> located at secondary entry points to the Town and prominent intersections and entrances to individual communities.</p>
16.	6.3.3 URBAN DESIGN Gateways	<p>Delete the policy. The relevant text is incorporated into section 6.6.2.</p> <p>Minor gateways should be located at prominent intersections, secondary entry points to the Town, and entrances to individual communities to enhance the location's image.</p>
17.	6.3.4 URBAN DESIGN Gateways	<p>Relocate the policy as section 6.6.3 and revise as follows:</p> <p>Development at gateways should be required to meet a high standard of well- designed, pedestrian scaled, address the recognizing their role as a gateway, and be appropriately oriented to the public realm, and complement the <u>distinctive character of the area.</u></p>
18.	6.3.4 URBAN DESIGN Gateways	<p>Relocate the policy as section 6.6.4.</p>
19.	6.4.1 URBAN DESIGN Transition	<p>Relocate the policy as section 6.9.3 under the subheading "6.9 Built Form" and revise as follows:</p> <p>In order To achieve compatibility between areas with different land uses, development, where applicable, will <u>shall</u> be designed to create <u>accommodate</u> an appropriate transition through the provision of roads, landscaping, <u>landscape buffering</u>, spatial separation of land uses, and <i>compatible</i> built form.</p>

Item No.	Current Section	Description of Change
20.	6.4.2 URBAN DESIGN Transition	<p>Delete the policy. The relevant text is incorporated into section 6.9.9 (original section 6.5.3).</p> <p>Where proposed building heights exceed the predominant built height of adjacent buildings, the Town may require that new buildings be stepped back, terraced or set back in order to reduce adverse impacts on adjacent properties and/or the streetscape.</p>
21.	6.5.1 URBAN DESIGN Built Form	<p>Relocate the policy as section 6.9.4 and revise as follows:</p> <p><u>In Growth Areas and along intensification corridors</u>, buildings should <u>incorporate distinctive architecture, contribute to a sense of identity and be positioned on and oriented towards the street frontage(s)</u> align with neighbouring buildings for the purpose of creating a continuous streetwall and providing <u>to provide</u> interest and comfort at ground level for pedestrians.</p>
22.	6.5.2 URBAN DESIGN Built Form	<p>Relocate the policy as section 6.9.8 and revise as follows:</p> <p>Buildings located on corner lots shall provide a distinct architectural appearance with a high level of detailing and shall ensure <u>articulated façades</u> that the design continue around the corner with articulated façades towards <u>to address</u> both streets.</p>
23.	6.5.3 URBAN DESIGN Built Form	<p>Relocate the policy as section 6.9.9 and revise as follows to incorporate text from the original section 6.4.2 ("Transition"):</p> <p>New <i>development</i> shall ensure that proposed building heights <u>and form demonstrate compatibility are compatible</u> with adjacent existing <i>development</i> by employing an appropriate transition of height <u>and form</u> from new to existing <i>development</i>, <u>which may include setbacks, facade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm.</u></p>
24.	6.5.4 URBAN DESIGN Built Form	<p>Relocate the policy as section 6.9.11 and revise as follows:</p> <p>Where appropriate, <u>the first storey of</u> a building's first storey shall be taller in <u>have a greater floor to ceiling</u> height to accommodate a range of non-residential uses.</p>
25.	6.5.5 URBAN DESIGN Built Form	<p>Relocate the policy as section 6.9.10 and revise as follows:</p> <p>Continuous streetwalls of identical building height are discouraged. <u>Variety in rooflines should be created through subtle variations in roof form and height.</u></p>
26.	6.5.6 URBAN DESIGN Built Form	<p>Relocate the policy as section 6.9.12 and revise as follows:</p> <p>New <i>development</i> is to <u>should</u> be designed to be universally <u>fully</u> accessible and incorporate <u>by incorporating universal design principles to ensure</u> barrier-free design <u>pedestrian circulation.</u></p>

Item No.	Current Section	Description of Change
27.	6.5.7 URBAN DESIGN Built Form	Relocate the policy as section 6.9.13 and revise as follows: Rooftop mechanical equipment should shall not be screened with architectural features visible from view from the public realm.
28.	NEW URBAN DESIGN Built Form	Insert a new policy as section 6.9.1 as follows: <u>Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage.</u>
29.	NEW URBAN DESIGN Built Form	Insert a new policy as section 6.9.2 as follows: <u>Building design and placement should be compatible with the existing and planned surrounding context and undertaken in a creative and innovative manner.</u>
30.	NEW URBAN DESIGN Built Form	Insert a new policy as section 6.9.7 as follows: <u>Development should be designed with variation in building mass and façade treatment and articulation to avoid sameness.</u>
31.	NEW URBAN DESIGN Built Form	Insert a new policy as section 6.9.14 as follows: <u>Outdoor amenity areas on buildings should incorporate setbacks and screening elements to ensure compatibility with the local context.</u>
32.	NEW URBAN DESIGN Built Form	Insert a new policy as section 6.9.15 as follows: <u>Buildings should be sited to maximize solar energy, ensure adequate sunlight and skyviews, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows.</u>
33.	NEW URBAN DESIGN Built Form	Insert a new policy as section 6.9.6 as follows: <u>Main principal entrances to buildings should be oriented to the public sidewalk, on-street parking and transit facilities for direct and convenient access for pedestrians.</u>
34.	NEW URBAN DESIGN Built Form	Insert a new policy as section 6.9.5 as follows: <u>Buildings should present active and visually permeable facades to all adjacent streets, urban squares, and amenity spaces through the use of windows, entry features, and human-scaled elements.</u>
35.	6.6.1 URBAN DESIGN Urban Squares	Relocate the policy as section 6.7.2 and revise as follows: Urban squares, are an extension of the public realm, and should be included, where appropriate, in development proposals, where appropriate, and dedicated to the Town or may remain in private ownership with public access granted.

Item No.	Current Section	Description of Change
36.	6.6.2 URBAN DESIGN Urban Squares	<p>Renumber the policy to 6.7.3 and revise the policy as follows:</p> <p>Large <i>development</i> projects may are encouraged to include a single, large urban square and/or a series of smaller urban squares.</p>
37.	6.6.3 URBAN DESIGN Urban Squares	<p>Delete the policy. The relevant text is incorporated into the new section 6.7.2</p> <p>Urban squares may be dedicated to the Town, or may remain in private ownership subject to public access.</p>
38.	NEW URBAN DESIGN Urban Squares	<p>Insert a new policy as section 6.7.1 as follows:</p> <p><u>Urban squares, as extensions of the public realm, should be safe, publicly accessible and barrier-free places that:</u></p> <ul style="list-style-type: none"> a) <u>integrate local history, culture and natural features;</u> b) <u>maximize user comfort and enjoyment;</u> c) <u>adapt to changing needs of users; and</u> d) <u>promote formal and informal social interactions.</u>
39.	6.7.1 URBAN DESIGN Public Art	<p>Relocate the policy as section 6.8.1 and revise as follows:</p> <p>Public art is is installations are encouraged throughout the Town, especially in areas with cultural significance, and should to foster community identity through the interpretation of local history, traditions and culture.</p>
40.	6.7.2 URBAN DESIGN Public Art	Relocate the policy as section 6.8.2.
41.	6.7.3 URBAN DESIGN Public Art	Relocate the policy as section 6.8.3.
42.	6.7.4 URBAN DESIGN Public Art	Relocate the policy as section 6.8.4.

Item No.	Current Section	Description of Change
43.	6.8.1 URBAN DESIGN Access and Circulation	<p>Relocate the policy as section 6.11.2 under the subheading "6.11 Pedestrian Access and Circulation" and revise as follows:</p> <p>With new development, especially for large sites, the following should be provided: Developments should incorporate safe and direct access and circulation routes to and through the site that connect pedestrians to:</p> <ul style="list-style-type: none"> a) defined internal driving aisles to establish on-site circulation, direct traffic and frame parking areas; b) walkways through the site to connect pedestrians to: <ul style="list-style-type: none"> i. a) the main principal entrances of building(s), amenity areas and parking areas; ii. b) the public sidewalk and transit facilities; and iii. other pedestrian routes on the site; iv. c) adjacent developments, where appropriate; and, v. transit facilities through the use of direct sidewalks, and the location of transit stops and principal building entrances. c) In areas with high levels of pedestrian traffic, walkways should be enhanced by, and integrated with, landscaping where appropriate.
44.	6.8.2 URBAN DESIGN Access and Circulation	<p>Relocate the policy as section 6.11.5 as follows:</p> <p>To ensure safety and promote their priority over vehicular traffic, pedestrian walkways shall take prominence over driving surfaces and made continuous across driving aisles and entrances. Walkways should provide continuous routes across driveway entrances and drive aisles and through parking areas to promote safety and signify priority over driving surfaces.</p>
45.	6.8.3 URBAN DESIGN Access and Circulation	<p>Relocate the policy as section 6.12.2 under the subheading "6.12 Vehicular Access and Circulation" as follows:</p> <p>Consolidated driveway accesses are encouraged to minimize disruption of the public sidewalk maximize the areas available for landscaping, minimize disruption of the public sidewalk, and minimize expanses of pavement.</p>
46.	NEW URBAN DESIGN Access and Circulation	<p>Insert a new policy as section 6.11.1 as follows:</p> <p>Access to pedestrian walkways should be barrier-free.</p>
47.	NEW URBAN DESIGN Access and Circulation	<p>Insert a new policy as section 6.11.3, based on the original section 6.8.1 (c), as follows:</p> <p>In areas with high levels of pedestrian traffic, walkways should be extended from curb to building face and enhanced by appropriate landscaping treatments.</p>
48.	NEW URBAN DESIGN Access and Circulation	<p>Insert a new policy as section 6.11.4, based on the original section 6.8.1 (b)(v), as follows:</p> <p>Transit stops should be located in close proximity to principal building entrances and connected by a pedestrian walkway.</p>

Item No.	Current Section	Description of Change
49.	NEW URBAN DESIGN Access and Circulation	<p>Insert a new policy as section 6.12.1, based on the original section 6.8.1 (a), as follows:</p> <p><u>Developments should incorporate safe and direct vehicular access and circulation routes with defined internal driving aisles to direct traffic, establish on-site circulation, and frame parking areas.</u></p>
50.	6.9.1 URBAN DESIGN Landscaping	<p>Relocate the policy as section 6.10.1 and revise as follows:</p> <p>Landscaping shall <u>design and treatments should:</u></p> <ul style="list-style-type: none"> a) enhance the visual appeal <u>and human scale</u> of <i>development</i>; b) promote a human scale and create by creating <u>create</u> an attractive environment for pedestrian movement; c) frame desired views or focal objects; d) define and demarcate various functions within a <i>development</i>; and, e) provide seasonal variation in form, colour, and texture.
51.	6.9.2 URBAN DESIGN Landscaping	<p>Relocate the policy as section 6.10.4 and revise as follows:</p> <p>Landscaping shall <u>treatments should</u> preserve and complement the existing natural landscape.</p>
52.	6.9.3 URBAN DESIGN Landscaping	<p>Relocate the policy as section 6.10.2 and revise as follows:</p> <p>Healthy trees are encouraged to be preserved and integrated into new development. Priority shall be given to the use of a mix of indigenous plant species and trees having historic or cultural significance. <u>Development should preserve and enhance the urban forest by:</u></p> <ul style="list-style-type: none"> <u>a) maintaining existing healthy trees, where possible;</u> <u>b) providing suitable growing environments;</u> <u>c) increasing tree canopy coverage;</u> <u>d) incorporating trees with historic or cultural significance; and</u> <u>e) integrating a diverse mix of native plant species.</u>
53.	6.9.4 URBAN DESIGN Landscaping	<p>Relocate the policy as section 6.10.5 and revise as follows:</p> <p>Landscaping shall <u>should</u> enhance natural areas and open space features <u>by incorporating native and non-invasive species.</u></p>
54.	NEW URBAN DESIGN Landscaping	<p>Insert a new policy as section 6.10.3 as follows:</p> <p><u>Landscaping should be incorporated to provide shade and wind protection.</u></p>
55.	6.10.1 URBAN DESIGN Parking	<p>Relocate the policy as section 6.13.1 and revise as follows:</p> <p>In order To provide safe and attractive pedestrian environments and visual enhancement, surface parking areas should be organized <u>into</u> appropriately sized areas (<u>parking courts</u>) separated by <u>a combination of</u> built form, landscaping, and pedestrian facilities.</p>

Item No.	Current Section	Description of Change
56.	6.10.2 URBAN DESIGN Parking	<p><i>Relocate the policy as section 6.13.2 and revise as follows:</i></p> <p>Surface parking areas should be:</p> <ul style="list-style-type: none"> a) located in the rear or side yard, or in areas that can be appropriately screened, so as not to dominate they do not dominate the streetscape, while allowing sufficient visibility but are sufficiently visible to achieve for safety and functionality; and b) connected to the on-site pedestrian network and streetscape through landscaped pedestrian linkages; and, a) designed with landscaped islands that clearly define the vehicular circulation route(s), and provide shade and wind break, as well as visual relief from hard surfaces. Landscaped islands should be of sufficient size to ensure growth of healthy trees or other vegetation.
57.	6.10.3 URBAN DESIGN Parking	<p><i>Relocate the policy to 6.13.5 and revise as follows:</i></p> <p>Parking areas within a structure should be screened from view from the public realm. Structured parking facilities should be underground structures, wherever possible. Above-ground parking facilities should include active uses at-grade with parking spaces located towards the rear of the structure.</p>
58.	NEW URBAN DESIGN Parking	<p><i>Insert a new policy as section 6.13.4, based on the original 6.10.2, as follows:</i></p> <p><u>Surface parking areas should incorporate planted landscaped areas that:</u></p> <ul style="list-style-type: none"> a) <u>effectively screen parked vehicles from view from the public realm;</u> b) <u>provides shade, wind break, and visual relief from hard surfaces;</u> c) <u>clearly define the vehicular circulation route(s); and</u> d) <u>are sufficiently sized to support the growth of trees and other vegetation.</u>
59.	NEW URBAN DESIGN Parking	<p><i>Insert a new policy as section 6.13.6, based on the original 6.10.3, as follows:</i></p> <p><u>Above-ground structured parking facilities abutting a street in Mixed-Use and Commercial areas should:</u></p> <ul style="list-style-type: none"> a) <u>include active uses at grade,</u> b) <u>locate parking spaces towards the rear of the structure; and</u> c) <u>complement the surrounding local context through well-designed façades.</u>
60.	NEW URBAN DESIGN Parking	<p><i>Insert a new policy as section 6.13.3 as follows:</i></p> <p><u>Barrier-free parking spaces should be located in close proximity to principal building entrances.</u></p>
61.	6.11.1 URBAN DESIGN Service, Loading and Storage Areas	<p><i>Relocate the policy as section 6.16.2 and revise as follows:</i></p> <p>The visual and noise effects of activities associated with service and loading areas on the surrounding environment should be minimized by locating such areas behind buildings, erecting noise walls and fences and screening with tree and shrub plantings.</p>

Item No.	Current Section	Description of Change
62.	6.11.2 URBAN DESIGN Service, Loading and Storage Areas	<i>Relocate the policy as section 6.16.1 and revise as follows:</i> Service and loading areas should be: a) located and oriented away from the general circulation of pedestrians and vehicles both on-site and in the public right of way; b) accessible, but not visible, from the public realm; and, c) separated and/or buffered from residential areas.
63.	6.11.3 URBAN DESIGN Service, Loading and Storage Areas	<i>Delete the policy. The relevant text has been incorporated into section 6.16.2 (original section 6.11.1).</i>
64.	6.11.4 URBAN DESIGN Service, Loading and Storage Areas	<i>Relocate the policy as section 6.16.3 and revise as follows:</i> <u>For all In-commercial-and-residential development</u> in the Growth Areas and on lands which are adjacent to residential land uses, service and loading areas should be located internal to the building or appropriately screened from public realm and, where required, from adjacent uses streets.
65.	6.11.5 URBAN DESIGN Service, Loading and Storage Areas	<i>Relocate the policy as section 6.16.4 and revise as follows:</i> Site and building services and utilities such as waste storage facilities, air handling equipment, hydro transformers and telecommunications equipment should be located within the rear yard or away from or screened from public streets, adjacent residential areas and other sensitive land uses.
66.	6.12.1 URBAN DESIGN Signage and Lighting	<i>Relocate the policy as section 6.15.2 under the subheading "6.15 Signage".</i>
67.	6.12.2 URBAN DESIGN Signage and Lighting	<i>Relocate the policy as section 6.15.3 under the subheading "6.15 Signage".</i>
68.	6.12.3 URBAN DESIGN Signage and Lighting	<i>Relocate the policy as section 6.14.1 under the subheading "6.14 Lighting" and revise as follows:</i> Lighting of buildings and sites levels shall be provided at sufficient appropriate for the size, character and function of buildings and sites.
69.	6.12.4 URBAN DESIGN Signage and Lighting	<i>Relocate the policy as section 6.14.3 and revise as follows:</i> All building and site lighting shall be mitigated at the source to minimize impact on adjacent properties or and public roads.

Item No.	Current Section	Description of Change
70.	6.12.5 URBAN DESIGN Signage and Lighting	<p>Relocate the policy as section 6.14.2 under subheading "6.14 Lighting" and revise as follows:</p> <p>Adequate Appropriately-scaled pedestrian-sealed lighting to accent walkways, steps, ramps, transit stops and other features should be provided at building entrances, pedestrian walkways, steps and ramps, amenity areas, transit stops, parking areas and other site features.</p>
71.	6.12.6 URBAN DESIGN Signage and Lighting	<p>Relocate the policy as section 6.14.5 under subheading "6.14 Lighting" and revise as follows:</p> <p>Lighting of Incorporating subtle accent lighting on prominent buildings, monuments and other built features to accentuate civic and architectural design is encouraged.</p>
72.	6.12.7 URBAN DESIGN Signage and Lighting	<p>Delete the policy. Relevant text has been incorporated into section 6.14.1 (original section 6.12.3) and section 6.15.1.</p> <p>Lighting and signs should be compatible with the scale and intensity of the proposed activity, and tailored to the size, type and character of a development or the space to be used.</p>
73.	NEW URBAN DESIGN Lighting	<p>Insert a new policy as section 6.14.4, based on the original section 6.12.4, as follows:</p> <p>Outdoor lighting fixtures shall direct light away from the night sky. Energy efficient outdoor lighting fixtures are encouraged.</p>
74.	NEW URBAN DESIGN Signage	<p>Insert a new policy as section 6.15.1, based on the original section 6.12.7, as follows:</p> <p>Signage should be compatible with the scale and architectural design of the building, the site features and activities. Signage should be tailored to the size, type and style of a development.</p>

Ontario Municipal Board
Commission des affaires municipales
de l'Ontario



ISSUE DATE: December 22, 2014

CASE NO(S): PL140731

PROCEEDING COMMENCED UNDER subsection 17(24) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant:	Minto Multi-Residential Income Partners I, LP
Appellant:	Silgold Developments Inc.
Appellant (jointly):	Pouncet Main St. II Inc., Pouncet Main St. Inc., Silwell Developments Limited
Subject:	Proposed Official Plan Amendment No. 8
Municipality:	Town of Oakville
OMB Case No.:	PL140731
OMB File No.:	PL140731

Heard: December 10, 2014 in Oakville, Ontario

APPEARANCES:

Parties

Counsel

Minto Multi-Residential Income Partners I,
LP

D. Baker

Silgold Developments Inc.

D. Wood

Pouncet Main St. II Inc., Pouncet Main St.
Inc., Silwell Developments Limited (jointly)

C. J. Williams

Town of Oakville

N. Chandra

**MEMORANDUM OF ORAL DECISION DELIVERED BY H. JACKSON ON
DECEMBER 10, 2014 AND ORDER OF THE BOARD**

[1] On May 12, 2014, Council for the Town of Oakville (the "Town") endorsed the *Livable by Design Manual Part A* (the "Manual") and passed By-law 2014-033 that

adopted Official Plan Amendment Number 8 ("OPA 8") related to urban design policies. The purpose of OPA 8 is to achieve greater clarity of intent, consistency with the urban design direction in the Manual and to propose new policies to address any gaps. The Manual articulates approaches to achieve the design objectives and policies of Livable Oakville, the Town's Official Plan.

[2] Minto Multi-Residential Income Partners I, LP; Silgold Developments Inc.; and Pouncet Main St. II Inc., Pouncet Main St. Inc., Silwell Developments Limited (jointly (the "Appellants") appealed OPA 8 to the Board.

[3] The Board was advised that a settlement had been reached on the consent of the parties in relation to the appeals. Christina Tizzard, Manager of Urban Design for the Town, provided land use planning opinion evidence for the settlement.

[4] Ms. Tizzard advised that the settlement included changes to two policies, and the addition of a new policy. It is her opinion that these modifications to the text of OPA 8 are consistent with the Provincial Policy Statement (2014) and conform to the Growth Plan for the Greater Golden Horseshoe and the Region of Halton's Official Plan.

[5] The Board accepts and relies upon Mr. Tizzard's planning opinion and is satisfied that the proposed modifications provided below meet the provincial and municipal planning requirements, are in the public interest, and represent good planning.

ORDER

[6] The Board allows the appeals in part and orders that that Official Plan Amendment 8 to the Livable Oakville Official Plan ("OPA 8") is hereby approved subject to the following additional modifications:

1. Policy 6.1.2 a) of the Livable Oakville Official Plan as modified by OPA 8 is further modified as follows:

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

2. Policy 6.4.4 of the Livable Oakville Official Plan as modified by OPA 8 is further modified as follows:

The creation of new streetscapes and improvements to existing streetscapes **by the Town** shall be consistent with the process outlined in the Streetscape Strategy (February 2014), as amended.

3. OPA 8 is modified to add a new Policy 29.1.10 to the Livable Oakville Official Plan as follows:

Should a conflict arise between a policy in this Plan and the Livable by Design Manual, as amended, the policy in this Plan shall prevail.

"H. Jackson"

H. JACKSON
MEMBER

Ontario Municipal Board

A constituent tribunal of Environment and Land Tribunals Ontario

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