

## **APPENDIX D – OFFICIAL PLAN EXTRACTS**

### **Official Plan**

#### **2.2 Guiding Principles**

##### **2.2.1 Preserving and creating a livable community in order to:**

- a) preserve, enhance, and protect the distinct character, cultural heritage, living environment, and sense of community of neighbourhoods;
- b) direct the majority of growth to identified locations where higher density, transit and pedestrian oriented development can be accommodated; and,
- c) achieve long term economic security within an environment that offers a diverse range of employment opportunities for residents.

##### **2.2.2 Providing choice throughout the Town in order to:**

- a) enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs of the community through all stages of life;
- b) provide choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails; and,
- c) foster the Town's sense of place through excellence in building and community design.

### **3. URBAN STRUCTURE**

The urban structure sets out the framework for where and how the Town will grow and how to determine Oakville's character and form.

Urban structure elements are not intended to be land use designations, and are not intended to grant development rights or to predetermine the specific land uses that will be permitted on any particular parcel of land.

The Town's urban structure has been shaped by the shoreline of Lake Ontario, its environmental features, historic routes and original settlements. The lake, together with Sixteen Mile Creek, Bronte Creek and other tributaries, provided for the original harbours and their associated commercial centres, resources, trade and manufacturing industries. The lake, creek valleys and tributaries have been used as travel routes for centuries and today form a network of green connections across the Town.

Historic routes include Dundas Street, one of Ontario's earliest military and colonization roads, Lakeshore Road and the CN railway. These routes, in addition to the grid of former township roads, the Queen Elizabeth Way (QEW), Highway 403 and Highway 407, have contributed to Oakville's existing development pattern.

The Town is a growing and attractive destination for businesses and residents. This appeal comes from a high quality of life and from its location within the Greater Golden Horseshoe and southern Ontario. The

range of available lifestyle choices will continue to make the Town a place to which residents and businesses feel a sense of pride and connection.

The urban structure builds on these attributes and provides for the long-term protection of natural heritage, public open space and cultural heritage resources, maintains the character of Residential Areas and is the foundation to direct growth to identified nodes and corridors. The Town's urban structure is comprehensive and provides certainty to guide major infrastructure investment and to maximize cost effectiveness. It is the basis for the policies in this Plan and for making planning decisions.

The urban structure consists of a number of distinct and interconnected elements shown on Schedule A1, Urban Structure.

### 3.7 Employment Areas

Employment Areas provide for a mix of employment uses including industrial, manufacturing, warehousing, offices, and associated retail and ancillary facilities. The Employment Areas are generally located along the Provincial Highways including the QEW, the 403 and the 407. The Employment Mixed Use Corridor along Speers Road and Cornwall Road is identified for its mix of non-traditional employment development. An Employment Mixed Use Corridor is an Employment Area in which a broader range of employment uses may be permitted in order to support the function of the Employment Area as a strategic growth area.

It is anticipated that development in the Employment Areas shall continue to reflect an evolving Town-wide macro-economy premised on decreased industrial and manufacturing growth and increased demand in the office sector. Employment Areas shall be planned to accommodate a more compact, transit-supportive and pedestrian-oriented environment, with a range of employment-supportive amenities.

## 19. PARKWAY BELT WEST

The Parkway Belt West Plan, 1978, applies to lands designated as Parkway Belt West on the accompanying schedules.

19.1.1 The policies within the Parkway Belt West Plan, 1978, shall govern the use of land within the Parkway Belt West designations on the accompanying schedules.

19.1.3 The Town will encourage the Province to continue to remove lands subject to the Parkway Belt West Plan from its jurisdiction. Any such lands will then be under the jurisdiction of the Town and this Plan, unless superseded by another Provincial plan.