

## Appendix “D”: Policy Excerpts

### Livable Oakville

#### Part B: Mission Statement and Guiding Principles

## 2. POLICY FRAMEWORK

### 2.1 Mission Statement

To enhance the Town’s natural, cultural, social and economic environments by ensuring that environmental sustainability, cultural vibrancy, economic prosperity and social well-being are incorporated into growth and *development* decisions.

### 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.

2.2.3 Achieving sustainability in order to:

- a) minimize the Town’s *ecological footprint*;
- b) preserve, enhance and protect the Town’s environmental resources, natural features and areas, natural heritage systems and waterfronts; and,
- c) achieve sustainable building and community design.

## 3. 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*.

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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.

### Part D: Land Use Designations and Policies

#### 14. Employment

*Employment Areas* are intended to provide industrial, business and office activities, which will be the major source of employment opportunities in the Town. The *Employment Areas* permit a wide range of business and economic activities and are defined by four specific Employment land use designations: Office Employment, Business Employment, Industrial and Business Commercial. The Employment land use designations provide for *compatible* uses in appropriate locations with a variety of form, scale, and intensity of *development*. The Business Commercial designation is primarily to provide service commercial uses for the surrounding *Employment Areas* or for the travelling public.

##### 14.1 General

14.1.1 It is anticipated that all of the lands designated for employment purposes will be needed to make the Town a balanced and *complete community*.

14.1.2 It is a key policy of this Plan to provide a balance of population and employment in the Town in order to maximize the opportunity for residents to work in Oakville, to maintain a healthy tax base, and to achieve the goal of a balanced and *complete community*. The Town will monitor the rate of employment growth and the utilization of employment lands to ensure that sufficient employment land is designated to meet these objectives.

14.1.3 The Town will encourage the *development* of *Employment Areas* with *transit-supportive*, compact built form and minimized surface parking areas. All *development* shall be at a scale *compatible* with adjacent uses. Height and built form shall be regulated through the implementing zoning.

14.1.4 Buffering and landscaping shall be required to ensure visual and physical separation between employment uses and adjacent uses.

14.1.5 The Town shall place a priority on the early provision of services to employment lands to ensure that *development* opportunities exist to meet projected demand.

14.1.6 *Major retail* and residential uses shall not be permitted in *Employment Areas* outside of a delineated *major transit station area* in accordance with the 2019 Growth Plan.

14.1.7 The *intensification* of employment uses is encouraged throughout the Town and in particular should be directed to the Employment Mixed Use Corridor and lands with access to *transit priority corridors* and active transportation routes as identified on Schedule A1, Urban Structure.

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14.1.8 New *major office* buildings shall primarily be developed within Midtown Oakville, *major transit station areas* and *strategic growth areas* with existing or planned *frequent transit* service. Other locations providing high visibility and excellent accessibility adjacent to highway corridors and *Regional transit priority corridors* may also be considered.

14.1.9 *Sensitive land uses*, if proposed within an *Employment Area*, shall require the completion of a land use compatibility assessment to ensure that the use is appropriate and the location and design of the use can minimize and mitigate any adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.

14.1.10 Drive-through facilities shall be considered service commercial uses and may be permitted where service commercial uses are permitted within the Employment designations unless otherwise not permitted by specific policies of this Plan.

### **14.3 Office Employment**

Office Employment areas are intended to provide primarily for *major office* uses in a *transit-supportive* and pedestrian-oriented environment with a range of employment-supportive amenities.

#### **14.3.1 Permitted Uses**

Uses permitted within the Office Employment designation may include *major offices* and offices, hotels, public halls, light industrial uses and training facilities and commercial schools. Limited convenience retail, accessory retail and service commercial uses, including restaurants, may be permitted in conjunction with the permitted uses.

14.3.2 Uses permitted in the Office Employment designation shall be within enclosed buildings. No outside storage or processing shall be permitted.

### **14.4 Business Employment**

Business Employment areas are intended to provide for a wide range of business and industrial uses. The uses in the Business Employment areas are intended to be predominantly within enclosed buildings and provide for office uses and light and service industrial operations with minimal impacts on the surrounding areas.

#### **14.4.1 Permitted Uses**

- a) Uses permitted within the Business Employment designation may include offices and light industrial uses such as manufacturing, assembling, processing, fabricating, repairing, warehousing and wholesaling. Hotels, public halls, indoor sports facilities, and training facilities and commercial schools may also be permitted.
- b) Existing *major office* shall be permitted and new *major office* may be considered at locations providing high visibility and excellent accessibility adjacent to highway corridors and *Regional transit priority corridors*.
- c) Existing service commercial uses, limited to restaurants, financial institutions and drive-through facilities, are permitted.

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- d) New service commercial uses, limited to restaurants, financial institutions and drive-through facilities, may also be permitted on the same lot as uses listed in subsection a), above.
- e) Motor vehicle related uses may also be permitted on the lands designated Business Employment in the following areas:
  - i) between Bronte Creek and Kerr Street, south of the QEW;
  - ii) on North Service Road West, between Third Line and McCraney Creek;
  - iii) between Iroquois Shore Road (including the proposed extension) and North Service Road, west of Invicta Drive;
  - iv) east of Chartwell Road, between the QEW and the railway; and,
  - v) between Ford Drive, Royal Windsor Drive, Winston Churchill Boulevard and the railway spur line.
- f) Existing motor vehicle related uses are permitted on the lands designated Business Employment south of Speers Road and west of Third Line.

14.4.2 Accessory uses may be permitted in conjunction with permitted light industrial uses. Accessory retail uses shall be on the same lot and clearly subordinate, and directly related, to the functioning of the permitted use.

14.4.3 Business Employment uses shall occur primarily within enclosed buildings.

14.4.4 Limited outdoor storage and display areas shall be adequately screened and may be permitted through the implementing zoning.

14.4.5 Outdoor storage uses shall not be permitted on lands designated Business Employment that abut residential uses.

### Part F: Implementation and Interpretation

#### 29.5 Glossary (F-20)

**Character** means the collective qualities and characteristics that distinguish a particular area or neighbourhood.

**Compatible** means the *development* or redevelopment of uses which may not necessarily be the same as, or similar to, the existing *development*, but can coexist with the surrounding area without unacceptable adverse impact.

**Complete communities** means places such as mixed use neighbourhoods or other areas within cities, towns, and *settlement areas* that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options

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and *public service facilities*. *Complete communities* are age-friendly and may take different shapes and forms appropriate to their contexts.

**Development** means the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the *Planning Act*, but does not include:

- a) activities that create or maintain *infrastructure* authorized under an environmental assessment process
- b) works subject to the *Drainage Act*
- c) any other activity deemed by the Director of Planning Services to be minor in nature, which has negligible impact to the natural environment and meets the intent of this Plan

**Ecological footprint** is a measure of the demands humans place on nature. It measures what humans consume from nature, for individuals, organizations, cities, regions, nations or humanity as a whole. It shows how much biologically productive land and water is occupied to produce all the resources consumed and to absorb waste.

**Employment Areas** means areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.

**Frequent transit** means a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.

**Major office** means freestanding office buildings of approximately 4,000 square metres of floor space or greater, or with approximately 200 jobs or more.

**Major transit station area** means the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. *Major transit station areas* generally are defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk.

**Public service facilities** means lands, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services. *Public service facilities* do not include *infrastructure*.

**Regional transit priority corridor** means a thoroughfare identified in Halton Region’s Mobility Management Strategy that has or is planned to provide greater levels of transit service connecting people to existing and planned local and regional destinations including *urban growth centres*, mobility hubs, *Employment Areas*, *major transit station areas* and abutting municipal connections. *Transit priority corridors* provide a focus for *transit-supportive development*.

**Sensitive land use** means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be

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part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

**Strategic growth areas** means within *settlement areas*, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating *intensification* and higher-density mixed uses in a more compact built form. *Strategic growth areas* include *urban growth centres*, *major transit station areas*, and other major opportunities that may include infill, redevelopment, *brownfield sites*, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned *frequent transit* service or *higher order transit* corridors may also be identified as *strategic growth areas*. (Growth Plan, 2017)

### **Transit-supportive:**

- a) Makes transit viable and improves the quality of the experience of using transit.
- b) When used in reference to development, it often refers to compact, mixed use development that has a high level of employment and residential densities to support frequent transit service.
- c) When used in reference to urban design, it often refers to:
  - i) design principles that make development more accessible for transit users, such as roads laid out in a grid network rather than a discontinuous network
  - ii) pedestrian-friendly built environment along roads to encourage walking to transit
  - iii) reduced setbacks and placing parking at the sides/rear of buildings
  - iv) improved access between arterial road and interior blocks in Residential Areas