

PART A INTRODUCTION**1 CONSTITUTIONAL STATEMENT**

- 1.1 The Introduction, Part A, together with Figure "A" do not constitute an operative part of this Official Plan.
- 1.2 The following sections: Part B - Goals and Objectives; Part C - General Policies; Part D - Land use Policies; Part E - Community, District and Special Study Area Plans; Part F - Implementation and Interpretation, together with Figures "B", "C", "D", "D1", "E", "F1", "F2", "G", "H1", "H2", "I1", "I2", "J", "K", "L", "M1", "M2", "N", "O", "P", "P1", "P2", "Q", "R", "Ind.A", "Ind. B", "Ind. C", "Ind. D", "Ind. E", "Ind. F", "Ind. G", "Ind. G1" and "Ind. G2" constitute the Official Plan for the Town of Oakville Planning Area.

2 PURPOSE

The Official Plan of the Oakville Planning Area is the principal policy statement regarding the future development of the Town of Oakville. It provides direction for official bodies, private interests, and the community at large to ensure proper coordination of decisions and activities of both the public and private sectors of the community. In particular, it is intended to be a guide for the Council of the Town of Oakville in the exercise of those powers conferred upon it by the *Planning Act*, *The Municipal Act*, and *The Regional Municipality of Halton Act*, which relate to the physical, social, and economic development of the municipality. As such, the Plan provides the framework within which the Council will carry out successive and more detailed steps in the planning process as it applies to the area.

3 GENERAL AIMS AND APPROACH

The aim of this Plan is to establish, in general terms, a pattern of physical development concerning land use, density of population, community organization, development phasing, and major roads. The Plan is intended to ensure the health, safety, convenience, and welfare of the townspeople through the promotion of controlled and orderly physical, social, and economic growth as opposed to premature and haphazard urbanization.

In pursuit of this goal, it is intended that the Town:

- a) Guide the use of land to promote balance within the community by reserving areas for residential use, farming, parks and open space, and various commercial and industrial purposes, and in some cases, mixed uses.

- b) Curb the misuse of land so that it will not injuriously affect the interests of the community by directing and coordinating the subdivision of properties, and by establishing and preserving standards for the occupancy of lands and buildings.
- c) Regulate the phasing of urbanization by establishing policies to encourage development in a logical sequence.
- d) Allow for the reuse of land by more appropriate current uses through redevelopment, clearance of obsolete buildings and their replacement with new land uses.

4 JURISDICTIONS

Many of the proposals illustrated are actually the responsibility of other government agencies and are shown here as part of the context of the Plan. The Town will cooperate in their implementation and coordinate its efforts with those of such agencies. Changes that require adjustments to this Plan should ideally be made only after consultation with and approval by the Municipality.

5 EFFECT AND DURATION

- 5.1 No by-law may be passed, and no public work undertaken by the Town which conflicts with this Plan. In fact, the capital works program and resulting Capital Budget must be developed concurrently with land use controls and directed toward the objectives of the Plan.
- 5.2 The policies of this Plan are directed toward a state of development that is possible in the next 20 years, however, complete development of the urban area is not demanded nor anticipated by the year 2011.

6 REGIONAL SETTING

The Town of Oakville is an Area Municipality within the Regional Municipality of Halton and is part of an area of almost continuous urbanization from the Niagara Frontier to Oshawa and beyond. Within this area, which is the economic core of Ontario, the Planning Area occupies a strategic position on the north shore of Lake Ontario between Toronto and Hamilton. Some 20 major urban centres are located within 160 kilometres of Oakville, foremost among these are Toronto, Hamilton, London and Buffalo. The Planning Area itself is located some 35 kilometres from Toronto in the east, and 29 kilometres from Hamilton in the west. It is approximately 14 kilometres in width, 11 kilometres in depth, and is 14,165 hectares in area.

The Regional Municipality of Halton Act requires that every Official Plan and every by-law passed under Section 35 of the Planning Act or a predecessor thereof, then in effect in the Planning Area affected thereby, shall be amended forthwith to conform therewith; and no Official Plan of a subsidiary planning area shall be approved that does not conform therewith. Where policies of the Regional Plan conflict with this Plan, the Regional Plan shall prevail.

7 PLAN CONCEPT

The Plan is intended to provide for and to promote identity and vitality in the Oakville environment by providing for a settlement pattern which:

- a) offers a variety of living styles;
- b) enjoys optimum open space and recreation facilities;
- c) is supported by ample employment opportunities and an adequate tax base; and
- d) caters to its own needs for commercial and cultural services to the maximum extent consistent with its regional location.

and does so

- without undue consumption of the better agricultural land,
- with full urban services, including roads,
- at a rate and in a sequence within the economic means of the municipality,
- with due regard for the quality of life in established neighbourhoods.

8 MUNICIPAL STRUCTURE

8.1 Oakville's Existing Municipal Structure

A review of the major problems identified in the Town's existing structure and policies has led to the conclusion that the major land use and transportation problems that must be addressed in this Official Plan are the following:

- There is a mismatch between the local employment base (industry) and the local employment force (service and professional) with a resultant dependence on commuting.
- The Town has insufficient higher order service facilities including office employment and major shopping necessary to achieve the sub-regional role called for in the Toronto Centered Region Plan.

- The community is divided by both man-made and natural barriers (the Q.E.W. and Sixteen Mile Creek) which must be overcome if the whole Town is to be physically integrated.
- The historic core of the community has a limited ability to serve as the central focus for new development north of the Q.E.W.
- The land use organization in the industrial and commercial sectors is poorly differentiated. The present policies have not adequately addressed the need or location of a diverse range of commercial facilities.
- There is insufficient policy direction with respect to the protection and enhancement of both the natural and man-made environment.
- There are no policies that specifically address energy conservation.

8.2 Proposed Municipal Structure

- a) Organizing Features - There are four major features that define Oakville's municipal structure: the Parkway Belt, the Sixteen Mile Creek, the Q.E.W., and Lake Ontario. The Parkway Belt surrounds Oakville on three sides roughly approximating the Town's north, east, and west boundaries resulting in an envelope within which Oakville can develop, thus helping identify Oakville as a separate urban entity.

Lake Ontario, which provided the basis for Oakville's original settlement, now serves primarily as a valuable recreation resource which makes Oakville one of the most desirable residential communities in the Golden Horseshoe.

The Sixteen Mile Creek bisects Oakville in a north-south direction with a steep, well-treed valley. The valley has proved to be a significant barrier to east-west transportation, and has thus served as a major organizing feature in the development of communities. It is only in the last few years that the significant recreational resource of this valley has started to be developed. The challenge of the next 20 years will be to capitalize on this recreational resource as a way of integrating communities within Oakville.

The Q.E.W. crosses the Town in an east-west direction, and together with the rail line and adjacent industrial development, has been, and still is, a barrier to the northward movement of growth. The Q.E.W. thus served to strengthen the historic trend to east-west development, and when growth did occur north of the Q.E.W., it became difficult to fully integrate these communities with the older sections of Oakville. In the next 20 years, the majority of new growth will occur north of the Q.E.W., and therefore, the physical and social integration of these communities into the broader Oakville community will require a

sustained effort.

- b) Major Business Districts - For the past 20 years, Oakville has pursued the idea of developing the Town around twin cores. The existing Central Business District on Lakeshore Road is the first. The second, the Uptown Business Core, on Trafalgar Road between Dundas Street and Upper Middle Road, was envisaged to serve the communities north of the Q.E.W. The development of the Uptown Business Core will provide focus and identification for residential communities in the northerly part of the Oakville Urban area.

The existing Central Business District cannot be expanded to serve the expected population that will come to Oakville without destroying the residential community of Old Oakville. As more office space and retail facilities will be needed to serve the expanded population, and as they cannot be accommodated in the existing Central Business District, it follows that the Uptown Business Core serving the people north of the Q.E.W. with the same functions as the existing Central Business District is an essential part of the planning concept for Oakville.

- c) Transportation Facilities - Another major organizing element of the Town's future structure is the road network. The original road grid still survives in both rural and urban areas; however, there are a number of discontinuities caused by natural and man-made features.

The key recommendation of the Transportation section of this Official Plan is the completion of critical road connections designed to bridge the barriers created by the Sixteen Mile Creek and the Q.E.W., and thus integrate the various communities and employment areas of the Town.

A continued emphasis on commuting to neighbouring municipalities is an unfortunate but realistic fact of life for many of Oakville's residents, in spite of efforts the Town will make to redress the current imbalance between employment opportunities and labour force skills in Oakville.

- d) Planning Communities and Districts - There are ten residential communities and seven industrial or employment land districts. The transportation network, commercial areas, and natural constraints are organizing elements with which planning community boundaries are determined. The planning communities and districts shown on Figure "G", Community Organization, generally constitute the basic units for the preparation of Secondary Plans.

Most of the second tier of development south of Upper Middle Road is established, with the remaining development occurring west of Third Line. A large portion of the third tier of development, which extends north of Upper Middle Road, has been completed east of the Sixteen Mile Creek, with the completion of Phase 1 lands in the Iroquois Ridge Community - North District and River Oaks Community. An analysis of population growth shows that Oakville will likely develop to about

155,000 persons by 2001, which when translated into land area will mean that it would be unnecessary to develop the whole of the urban area in this century; however, the Plan will, nevertheless, permit full development of this area if the demand for population growth in Oakville exceeds expectations.

The Phase 2 lands, and with its sub-phasing, will allow for and ensure orderly development on the remaining lands as defined on Figure "D", and "D1", Sub-phasing of the Phase 2 Lands.

The overall pattern of residential development has been established by the Ontario Municipal Board in 1978 and confirmed in the Regional Plan approved in 1980. With the exception of refinements by way of community plans, the basic community development will be as shown on Figures "B", "C", and "G".

- e) Industry - The last major element in the urban structure is industrial land. Currently, manufacturing industries are located primarily in an east-west corridor along the Q.E.W. At the present time, there is insufficient industrial land available to serve the industrial employment expected with the full development of Oakville's Urban Area. The secondary plan for Winston Park Industrial District has now been completed. In addition, the Secondary Plan for the West Oak Trails Employment Lands has recently been completed. The Town is also working toward implementing the recommendations of the 1988 Industrial Strategy Study.

- f) Agriculture - The area north of Dundas Street is designated as agricultural land in this Plan. Urbanization of the area north of Dundas Street is anticipated in accordance with the policies in the Region of Halton Official Plan. In the interim period, agricultural uses will continue to be protected in the area in accord with the policies set out in this Plan.