

2.5 WINSTON PARK WEST EMPLOYMENT DISTRICT – FIGURE “EMP. E”

2.5.1 POLICY STATEMENT

a) Location

As set out in Figure “EMP.E”, this District is bounded by Dundas Street on the north, the QEW Highway on the south, the Highway 403 link on the east, and on the west by the northerly extension of North Service Road and the easterly limits of the Iroquois Ridge North Community.

b) Land Use

It is the intent of this Plan to create a prestige employment generating District, taking advantage of direct accessibility and exposure to a major Regional transportation network, and integrating development with the area’s significant natural features and open space amenities.

The majority of employment lands within the District will be utilized for light employment uses. No general employment use area is established in the District, and only one area is to be reserved for transition employment uses, located west of Ninth Line, north of the east-west open space linear corridor running through the District.

The transition employment area is separated from Dundas Street by a small Arterial Commercial designation. A much larger block of Arterial Commercial lands is designated on the east side of the Ninth Line at Dundas Street.

Arterial Commercial uses will also be established at the south end of the District, on lands east of Ninth Line between Upper Middle Road and the QEW Highway, and on the north side of Upper Middle Road.

The majority of lands west of Ninth Line and Ford Drive are designated for natural area and open space uses, dominated by the Joshua’s Creek Valley system. The east-west linear open space corridor running through the center of this District will provide a continuous open space greenway link to the Ninth Line Woods Natural Area east of Ninth Line, and Parkway Belt lands adjacent to the 403 Highway.

All natural Area, Parkway Belt, and Private Open Space designations are subject to the Greenlands policies under Part D, Section 4 of this Plan.

c) Special Policies

- i) Development will reflect an orientation to the open space system through the integration of building, siting and design with open spaces, and through the development of pedestrian and cycleway linkages on both public and private lands, to form a continuous and connected pedestrian open space link network.
- ii) A pedestrian walkway and cycleway network will be encouraged throughout the District to minimize internal vehicular traffic movements. It will include sidewalks and cycleways integrated with the road system.
- iii) The proposed road system is intended to be flexible in terms of specific locations. The alignment of new roads as shown on Figure EMP.E may be modified in the interests of achieving desirable and appropriate urban design and subdivision patterns.
- iv) Notwithstanding Part C, Table 1, "Functional Road Classifications" of this Plan, a collector road in the District shall have a right-of-way of 26 metres.
- v) Proposals for development adjacent to Dundas Street will have regard for the recommendations of a corridor protection design study completed by the Region of Halton.
- vi) Direct access to arterial commercial use areas shall be provided from roads other than Dundas Street, Upper Middle Road, Ninth Line or Ford Drive. Restricted access may be considered from these roads subject to traffic impact study.
- vii) Prior to any new development (other than expansions to existing uses) receiving final approval in the District, as part of any development application, a traffic impact study will be carried out by a qualified consultant acceptable to the Town, to be completed and accepted by both the Town of Oakville and the Region of Halton.

- viii) An urban design study for development of each of the arterial commercial use areas will be completed to the satisfaction of the municipality before development is permitted.

The plan envisages a pedestrian walkway/cycleway network of connected public and/or private open spaces in the Private Open Space area, which will provide an open space link between the Iroquois Shoreline Woods Park and the Joshua's Creek Valley system.

- ix) Alternatives to large, permanent, impermeable areas of surface parking will be encouraged. Where surface parking is required, it will be screened from public view along all roads by a landscaped buffer.
- x) Development of the District area shall be on the basis of full urban wastewater collection and water facilities.
- xi) The lands to which the District Plan applies may be used on an interim basis. The appropriateness of proposed interim uses will be evaluated by the municipality insofar as they do not prejudice the long-term implementation of the District Plan. A temporary use zoning by-law and site plan approval shall be required before the interim use is allowed. In no case will the interim use unreasonably delay the normal progression of growth.
- xii) Deferral of Lands Owned by Ontario Hydro and Ontario Realty Corporation

The deferred lands will be subject to further Council consideration prior to any development taking place on the deferred lands. An Official Plan Amendment will be required to establish appropriate land use designations and policies on the deferred lands prior to development being permitted on those lands.