

REPORT

Planning and Development Council

Meeting Date: October 4, 2021

FROM: Planning Services Department

DATE: September 21, 2021

SUBJECT: **Neyagawa Urban Core – Background and Preliminary Directions, October 4, 2021**

LOCATION: Neyagawa Boulevard and Burnhamthorpe Road West

WARD: Ward 7 Page 1

RECOMMENDATION(S):

1. That the report titled *Neyagawa Urban Core – Background and Preliminary Directions* dated September 21, 2021, be received.
2. That Council endorse the Study Area boundary for Neyagawa Urban Core (NUC) Review.
3. That staff undertake additional analysis and consultation regarding the NUC area and the development of an Area Specific Plan and subsequent town-initiated Official Plan Amendment for the Neyagawa Urban Core, and report back at a future meeting of Planning and Development Council.

KEY FACTS:

The following are key points for consideration with respect to this report:

- The Neyagawa Urban Core Review is a study being undertaken as part of the town's ongoing Official Plan Review and will support implementation of the town-wide urban structure. The purpose of the Neyagawa Urban Core Review is to delineate a boundary and to determine an appropriate mix of land uses, scale and intensity of development for this Strategic Growth Area (SGA).
- The study will also support consideration of the NUC for a future 407 Transitway station at Neyagawa Boulevard and Highway 407.

- The study includes all four quadrants of the NUC at the intersection of Neyagawa Boulevard and Burnhamthorpe Road West. The northeast and northwest quadrants are currently designated in Halton Region's Employment Area overlay.
- This study represents an opportunity to plan a transit-supportive, mixed use, complete community that provides a range of housing choice and a diverse local job base including traditional, commercial and office employment.
- The planning of NUC as a mixed use complete community also represents land use planning that is responsive to the climate emergency.

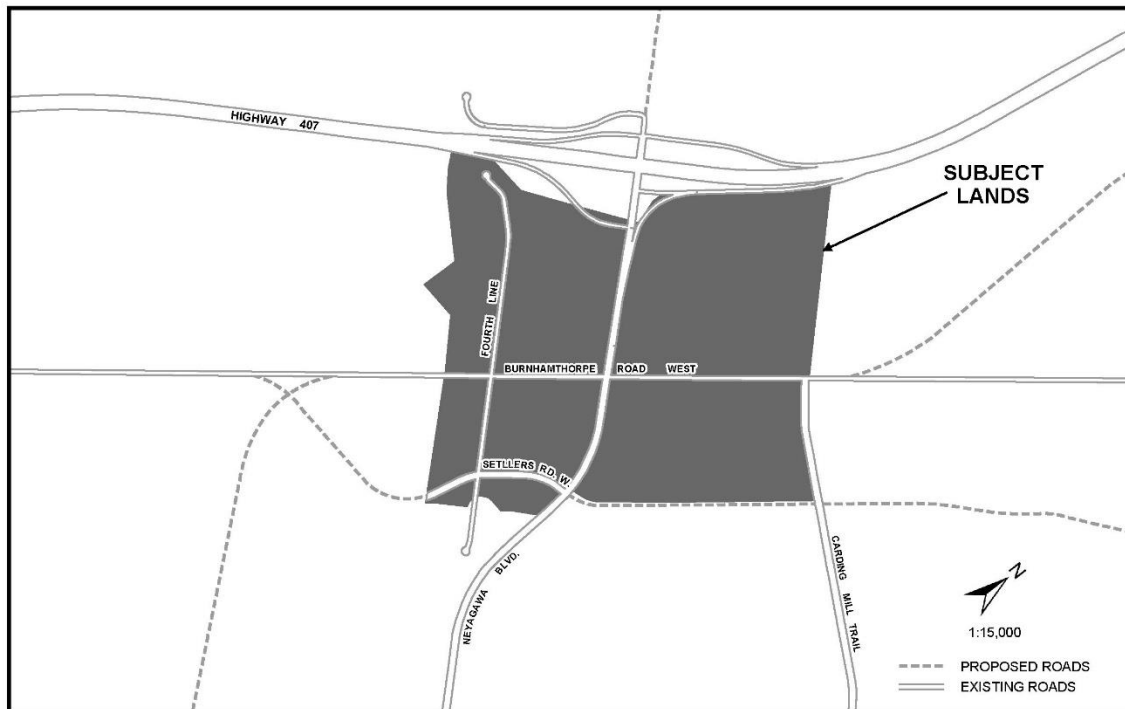
BACKGROUND:

Location and Existing Uses

Neyagawa Urban Core refers to lands located in North Oakville, in the area of Burnhamthorpe Road West and Neyagawa Boulevard. The lands are adjacent to Highway 407 and the Town of Milton to the north; northwest of the Uptown Core and northeast of the Hospital District nodes.

A proposed study area boundary is shown in Figure 1 below. As part of this study, recommendations will be made regarding boundaries, mix of land uses, density and built form within the NUC.

Figure 1: Neyagawa Urban Core Study Area



Lands within the NUC area are identified as an element of the town-wide urban structure as a “Node for Further Study”. Neyagawa Boulevard is also identified as a “Mobility Link” in the town-wide urban structure. This is consistent with the Region’s Mobility Management Strategy.

Figure 2: Excerpt from Schedule A1, Urban Structure, Livable Oakville



The study area comprises approximately 75 ha. The area is largely rural and vacant with the exceptions of an existing residential subdivision and an institutional use in the southwest quadrant.

Figure 3: NUC Aerial



Policy Context

A summary of policy direction informing the NUC Study is provided below.

Provincial Policy Framework

The NUC study is being undertaken within the provincial policy framework for land use planning and growth management. Central to this framework is the 2019 Growth Plan, as amended, which requires the accommodation of forecasted population and employment growth to the year 2051.

Halton Region is currently planned to 2031 as a result of the last Regional Official Plan Review (ROPA 38). The 2019 Growth Plan, as amended, now requires that the region plan to 2051, which consists of accommodating a total population of 1.1 million and total employment of 500,000 jobs.

The 2019 Growth Plan, as amended, emphasizes the achievement of complete communities and involves the integration of climate change considerations into growth management and planning decisions.

The 2019 Growth Plan also provides policy direction for land needs assessment, employment land conversions and planning for Strategic Growth Areas (SGAs), including nodes such as the NUC; and planning for Major Transit Station Areas (MTSAs).

The Provincial Land Needs Assessment Methodology, 2020, provides the method by which the Region must determine land need to 2051, including the development of a market based forecast and justification for any urban boundary expansions.

Regional Official Plan Review

Regional Official Plan Amendment (ROPA) 48 was adopted by Regional Council on July 7, 2021. ROPA 48 updates targets and policies related to urban structure and planning in Halton Region. The official plan amendment helps to advance planning for key elements of the Town's urban structure, including:

- Urban Growth Centres (Midtown);
- Major Transit Station Areas (MTSAs), such as Bronte GO; and
- other strategic growth areas, such as the Hospital District and Palermo Village.

The Neyagawa Urban Core is identified as a Secondary Node in the Regional Urban Structure.

Through ROPA 48, the Region also updated the Regional employment area mapping and advanced some employment land conversions particularly around MTSAs where a shift to higher density, mixed use development is envisioned for the future.

Some employment conversion within the NUC has been tested as part of the Region's ongoing Official Plan Review and the area is flagged for further analyses in the Growth Concepts work being undertaken for the Integrated Growth Management Strategy (IGMS). This work will feed into the development of a "preferred" option by the Region. As part of the NUC study, it is recommended that the lands within the defined study area, north of Burnhamthorpe Road W. be removed from the "Employment Overlay".

The IGMS will inform further updates to the Regional Official Plan to extend the planning horizon in Halton for the 2031 to 2051 timeframe and bring the Region into conformity with the 2019 Growth Plan.

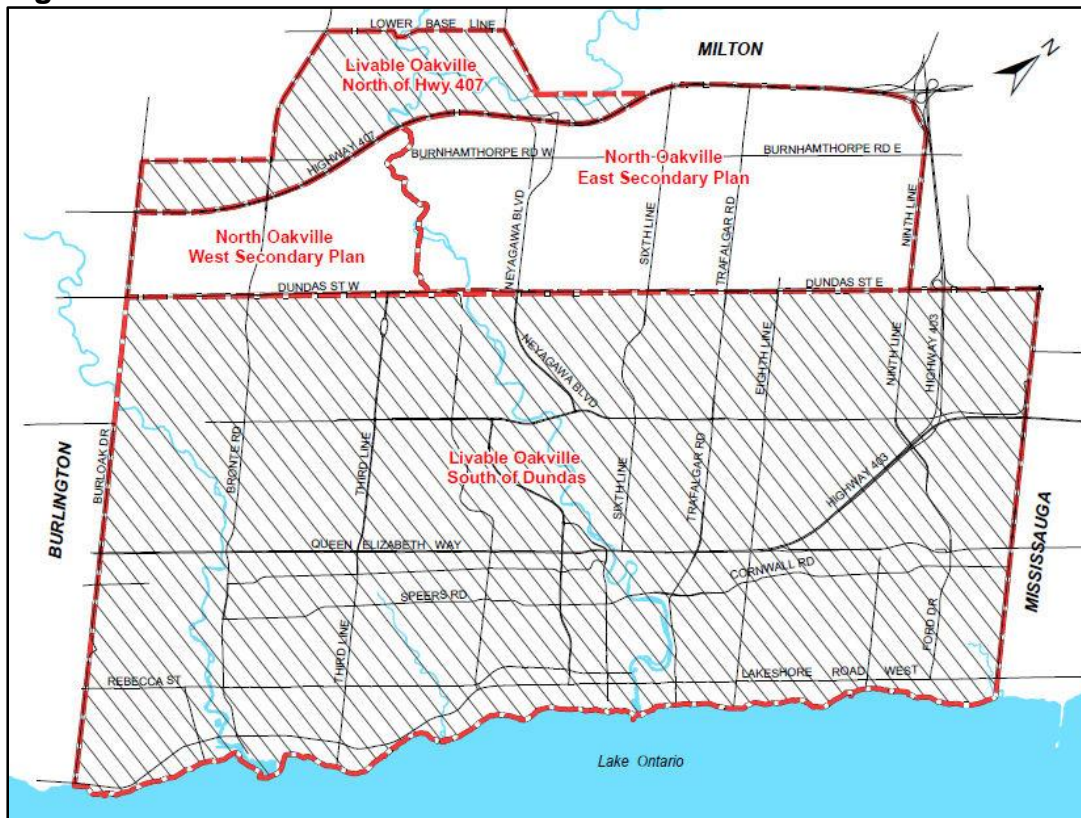
Town of Oakville Official Plan Review

As required by Section 26 (1) of the province's *Planning Act*, the town's Official Plan is also under review. The Town of Oakville has two official plans in effect:

1. The Livable Oakville Plan, which applies to the lands south of Dundas Street and to the lands north of Highway 407; and
2. The 1984 Official Plan as amended, which applies to the lands north of Dundas Street up to Highway 407 through the North Oakville East Secondary Plan and formerly the North Oakville West Secondary Plan.

The areas governed by these Official Plans are shown in Figure 4.

Figure 4: The Town of Oakville Official Plan Areas



A key goal of the Official Plan Review is to consolidate and harmonize the town's official plan documents under the Livable Oakville Plan. This is being undertaken through the North Oakville Secondary Plans Review which will restructure, clarify and consolidate the North Oakville plans and bring them under the Livable Oakville Plan framework. Council recently adopted OPA #34 for the Palermo Village Growth Area and the rest of the North Oakville West Secondary Plan Area.

Oakville's Town-Wide Urban Structure

Another key goal of the ongoing Official Plan Review is to implement the town-wide urban structure. On September 27, 2017, Council adopted Official Plan Amendments (OPAs) for a town-wide urban structure:

- **OPA 15 (By-law 2017-079) introduced a new Section 3 – Urban Structure and Schedule A1 – Urban Structure** into the town's Official Plan, the Livable Oakville Plan.
- **OPA 317 (By-law 2017-080) and OPA 318 (By-law 2017-081)** provided for revisions to the North Oakville East Secondary Plan and the North Oakville

West Secondary Plan respectively, to align them with the urban structure changes to the Livable Oakville Plan.

The town-wide urban structure represents a community-based view and a unanimous Council direction to provide for the long-term protection of natural heritage, public open space and cultural heritage resources, to maintain the character of established areas and to provide the foundation to direct growth to identified nodes (strategic growth areas) and corridors.

On April 26, 2018, the Region of Halton approved OPAs 15, 317 and 318 with modifications, to establish a town-wide urban structure. At the time, the town-wide urban structure was deemed to be consistent with the Provincial Policy Statement, 2014, to conform to the Regional Official Plan, 2009 and the Growth Plan, 2017.

Subsequent to the Region's approval, OPA 15 was appealed to the Local Planning and Appeal Tribunal (now the Ontario Land Tribunal). On July 9, 2021, the appeal to OPA 15 was withdrawn and as a result the urban structure is now in full force and effect.

Implementing the Urban Structure and Harmonizing the Official Plan

The adoption and approval of the town-wide urban structure was the first step to bring the North Oakville Secondary Plans and the Livable Oakville Plan together into one Official Plan document.

Council has since adopted OPAs that continue to implement the town-wide urban structure and harmonize the town's Official Plan documents:

- **OPAs 34, 37 and 38, Palermo Village and the North West Area** – having the combined effect of repealing the 1984 Oakville Official Plan as it applies to the North Oakville West Secondary Plan Area (excluding the Hospital District) and amending the Livable Oakville Plan to incorporate new policies for that same area and an expanded Palermo Village Growth Area.
- **OPA 35, Hospital District** - having the purpose of moving the Hospital District from the 1984 Oakville Official Plan into the Livable Oakville Plan and of incorporating policies for those lands that establish the Hospital District as a Growth Area.

These OPAs have been submitted to the Region of Halton for approval.

In addition, these OPAs have been submitted as input to the Region's Official Plan Review, specifically to inform Regional Official Plan Amendment 48 (ROPA 48), an amendment to define a regional urban structure and provide direction on key

elements including strategic growth areas (Urban Growth Centres, Major Transit Station Areas, Regional Nodes) and employment areas.

ROPA 48 was adopted by Regional Council on July 7, 2021 and has been submitted to the Minister of Municipal Affairs and Housing for review and approval. The Minister's decision on ROPA 48 will be final and not subject to appeal.

Continuing the Town's Official Plan Review

In addition to the Neyagawa Urban Core Review, there are ongoing and upcoming studies in the Official Plan review that will continue to implement the town's urban structure and harmonize the Official Plan through a series of Official Plan Amendments.

Staff notes that another key goal of the ongoing Official Plan Review is to ensure conformity with provincial and regional plans and legislation. There will be an amendment(s) concluding the town's Official plan Review to achieve conformity with higher level planning documents.

Urban Structure - Neyagawa Urban Core

The NUC lands are identified as an element of the urban structure as a "Node for Further Study". Livable Oakville, Section 3.6 Urban Structure, Nodes and Corridors, states:

"For those areas identified on Schedule A1 – Urban Structure as Nodes and Corridors for Further Study, future review shall provide updated and new policies to delineate boundaries, the mix of land uses and the intensity and scale of development."

It is important to note that 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.

North Oakville East Secondary Plan

The Neyagawa Urban Core lands are governed by the 1984 Town of Oakville Official Plan, as amended. More specifically, these lands fall under the North Oakville East Secondary Plan (NOESP).

The NOESP was developed as part of a comprehensive planning process and was approved by the Ontario Municipal Board (now the Ontario Land Tribunal) in January 2008. The Plan reflects the ultimate vision for North Oakville East and recognizes that complete development may not be achieved within the planning

period. The NOESP predates the Growth Plan (2006) and was developed to have regard for the Provincial Policy Statement (1997).

As reported, the NOESP is not part of town's Livable Oakville Official Plan but will be incorporated through the ongoing Official Plan Review.

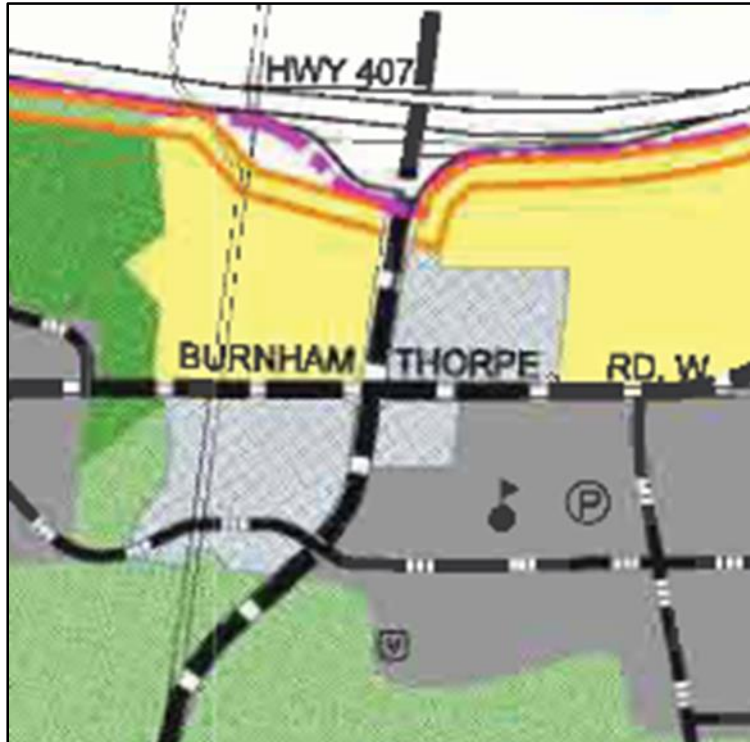
The following sections are relevant to this study:

- **Section 7.3.2 Community Structure**, envisions Urban Core Areas as the most urban parts of the planning area and as providing the most dense mixed use development. Within the hierarchy of Urban Core Areas, the Neyagawa Urban Core is recognized as having an important but more secondary role.
- **Section 7.5.16, Community Design**, states that “the Neyagawa Urban Core is intended to provide a mixed use area to accommodate a range of commercial, residential and institutional uses as a focal point for the western portion of the Planning Area.”
- **Section 7.5.16** continues with design criteria for retail and service commercial uses to require and encourage a pleasant pedestrian shopping interface with the public realm.

From a land use perspective, Section 7.6, Land Use Strategy, provides the following existing designations for the broader Neyagawa Urban Core lands:

- **Neyagawa Urban Core (Section 7.6.6)** - Intended to allow the creation of a secondary core area at the intersection of Neyagawa and a new east-west Major Arterial/Transit Corridor. The intent of this Core Area is to permit the provision of convenience commercial, institutional and employment uses to serve adjacent neighbourhoods, as well as related residential development.
- **Neighbourhood Area (Section 7.6.7)** - Intended for the development of residential neighbourhoods with a mix of development including a range of housing, public service facilities and limited commercial uses. Within the Neyagawa Urban Core Study area, an Elementary School Site and a Neighbourhood Park are identified.
- **Employment District (Section 7.6.8)** – Intended to protect for, and establish a range of development opportunities for employment generating industrial, office and service employment uses. Where applicable, the range and scale of uses are to be designed to be sensitive to the adjacency and compatibility with residential neighbourhoods, or to reflect a visible location on and exposure to highway corridors and major roads.

Figure 5: Excerpt Figure NOE 2, Land Use Strategy, NOESP



Transportation and Transit

The Neyagawa Urban Core (NUC), centred at the intersection of Burnhamthorpe Road West and Neyagawa Boulevard, is an advantageous location from the perspective of the transportation network and the delivery of mass public transit.

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

Burnhamthorpe Road West and Neyagawa Boulevard are identified in the urban structure as Major Transportation Corridors. The future William Halton Parkway, sections of which are under construction, is identified as Proposed Major Transportation Corridor. These elements are the foundation of the Town's multi-modal transportation system.

Neyagawa Boulevard is also identified in the urban structure as a Mobility Link which is key to connecting people via transit throughout the region as well to local destinations including nodes, mobility hubs, major transit station areas and employment areas.

Neyagawa Boulevard is identified as a 2031 project in the Halton Region Transportation Development and Non-Development Capital Implementation Plan

(2018-2031). This project will see a new 6 lane facility constructed to connect James Snow Parkway in Milton from Britannia Road to Highway 407.

Highway 407 is identified as a Regional Transit Priority Corridor which provides a key focus for transit-supportive development as well as serving the same transportation function as Mobility Links.

There is a major transit facility planned for the Highway 407 Corridor called the 407 Transitway that will run between Brant Street in the City of Burlington to Brock Road in the City of Pickering. It will consist of a two-lane, grade separated facility on an exclusive right-of-way designed for bus rapid transit but with the opportunity to convert to light rail in the future if needed.

An integrated Transit Project Assessment Process has been completed for the 407 Transitway and the Ministry of Transportation is seeking approval for the section that passes through Oakville. An Environmental Project Report (EPR) has been produced and can be viewed at <https://407transitway.com/brantToHurontario/EPR.html>.

Town staff have reviewed the EPR and note the absence of a Transitway station at the intersection of Highway 407 and Neyagawa Boulevard. Previous versions of the Transitway plan had shown a station in the NUC area.

Staff notes that the town's North Oakville East and West Secondary Plans identify the Transitway across North Oakville, including station facilities at Bronte Road, Neyagawa Boulevard (Figure 6) and Trafalgar Road. Staff has protected for this right-of-way and the location of these station facilities through review and approvals of development applications along the corridor.

Figure 6: Excerpt Figure NOE 4, Location of Neyagawa Transit Station (T)



Staff provided comments to the province on the EPR, and of primary concern was the way the Neyagawa Station Area in the report did not reflect the planned intent for these lands as outlined in the town's Official Plan or Region's Official Plan. The town identifies lands in the vicinity of the station area as a strategic growth area as per the Growth Plan while the province characterized the lands as remaining rural. This characterization put the future of a station at Neyagawa into question.

As a result of ongoing discussions, the province has indicated more recently that they remain supportive of considering a station at Neyagawa. The town and region are completing additional work to support this direction, including undertaking this study.

Employment Area Conversion – Preliminary Considerations

The NUC is a Secondary Node and strategic location within the Regional Urban Structure. Town staff are of the opinion that the region's Employment Area overlay should be removed from the lands identified NUC north of Burnhamthorpe Road West, in the NUC Study Area, in order for the town's study to proceed. Specifically:

- For the northeast quadrant, the lands extending eastward to line up approximately with the northerly extension of Carding Mill Trail; and
- For the northwest quadrant, the lands west of Neyagawa Boulevard should be removed, as well as the lands west of Fourth Line over to the limit of the Natural Heritage System.

The removal of the employment area overlay will enable this strategic growth node and mobility link to develop with a mix of uses and appropriate densities that would result in a critical mass of population and higher-order employment opportunities necessary to support a 407 Transitway station.

Removing the regional employment area overlay in this location will also support a range of planning goals related to addressing climate change, the development of complete communities, providing a mix and range of housing types to meet future market demand, ensuring a range of employment opportunities and provide for additional commercial development in North Oakville.

The employment area conversion will be undertaken consistent with Provincial policy direction for planning for employment areas and implemented as part of the Regional Official Plan Review.

Planning for Employment

With respect to planning for employment uses and employment areas, the Growth Plan provides the following direction:

- Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.
- Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.
- Surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.
- Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.

In order to undertake an employment area conversion, the Growth Plan requires municipalities to demonstrate that:

a) there is a need for the conversion;

b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;

c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;

d) the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and

e) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.

The IGMS Growth Concepts, as developed to date, tested various employment area conversions in the region and their relative impacts on land available for residential and employment uses. Conversion within the Bronte GO MTSA, Hospital District and Palermo Village were tested in all four Growth Concepts. The Neyagawa Urban Core was tested in Growth Concepts 2 and 3. Town staff have expressed support of Growth Concept 3B (or 3).

The Neyagawa Urban Core is identified as a strategic growth node in the regional urban structure that will be further refined as part of the IGMS. Such nodes are intended to accommodate intensification and transit supportive growth in mixed-use settings.

The justification for employment conversion takes into account the important role that the NUC can play as a strategic growth and mobility link for the town and region if developed as a complete community. The node can also play a key role within the changing nature of employment and future employment growth outlook in Oakville and Halton.

As part of the IGMS, the Region established a number of key principles for the development of a Preferred Growth Concept. Among them, in recognition of shifting employment and strategically looking ahead:

- ***Providing for a Complete Spectrum of Employment Opportunities***

The provision of a complete spectrum of employment opportunities to accommodate employment growth to 2051 would include:

- *shifting employment from the Employment Land Employment category to the Major Office category to both recognize the benefits of fostering Major Office Employment and its role in creating mixed-use, transit-supportive complete communities, and to minimize the need for additional employment land.*
- *providing an adequate supply of new employment land to accommodate manufacturing, logistics/warehousing (i.e. Employment*

Land Employment) growth to 2051, ensuring that the strong demand for larger sites with highway access can be met in the Region.

- ***Advancing Strategic Employment Land Conversions***

The Preferred Growth Concept would also be based on the removal of certain strategic areas from the Regional Employment Area overlay to facilitate mixed-use development of strategic growth areas, including within Urban Growth Centres and Major Transit Station Areas. These areas are identified in Regional Official Plan Amendment No. 48, or are tested in the Growth Concepts.

Office Employment Outlook

The regional employment forecast prepared as part of the IGMS, indicates demand for major office in Halton over the planning horizon to 2051.

Town staff is of the opinion that for Oakville, there is a very strong future for high quality and dense employment opportunities in mixed used developments and through intensification at strategic locations, such as the Neyagawa Urban Core.

Examples of high quality and dense office developments resulting from the town's mixed use designations from the Livable Oakville Plan include Midtown, Bronte GO, Palermo Village and Uptown Core strategic growth areas. This type of development will also be considered for the NUC as part of this study.

Commercial Employment

An Employment and Commercial Review was also prepared for the Town as input to the ongoing Official Plan Review. Some key conclusions and recommendations relevant to the employment conversion analysis for the NUC include:

- The town has sufficient supply of designated employment land to meet long-term demand beyond 2041. The results to 2051 will be determined through the final LNA work for the IGMS.
- The town is an attractor for knowledge-based employment sectors, such as financial and professional services, digital media, information and communications technology, film, life science and advanced manufacturing.
- Employment in Oakville has, and will continue to be, highly concentrated in the office sector.

- There is a growing interest / demand for office space within mixed-use environments with proximity / access to labour, amenities and higher-order transit.
- The financial viability of stand-alone urban office development is most favourable when as part of a mixed-use development in nodes/corridors compared to stand-alone office parks.
- Successful development of mixed use nodes in turn, support growth in local population and population-related employment including retail commercial, personal services and institutional uses.
- The town should explore policy alternatives that provide the flexibility to consider non-employment uses where deemed appropriate.

Town staff is of the opinion that the NUC is a great candidate for some employment conversion which will provide opportunity for office and commercial employment and a fulsome range and mix of uses to contribute to the overall function of the node and development as a complete community.

Of critical importance, the NUC node will also be planned with an appropriate density and mix of uses to support a 407 Transitway station.

Region Employment Conversion Testing

A number of employment area conversions in each Halton municipality are already being considered by the Region through the IGMS. These include three formal employment conversions requests submitted by landowners within the NUC.

Potential conversions are being evaluated through the IGMS on the basis of four key considerations:

1. Employment Land Supply

The supply of land required for employment purposes to the 2051 planning horizon and the ability to achieve Regional employment targets will not be adversely affected by the proposed conversion.

2. Demonstrated Need

There is a demonstrated need for the proposed conversion on the basis that it would enable a strategic opportunity for growth that supports the Regional Urban Structure and/or Local Urban Structure, or, on the basis that there are specific existing conditions or constraints associated with the subject lands that reduce or limit the opportunity for employment uses.

3. Employment Area Viability

The overall viability of an employment area will not be adversely affected by the proposed conversion.

4. General Considerations

The proposed conversion does not compromise any other relevant Regional or Local objective, policy or requirement, financial or otherwise, and can be supported by existing or planned infrastructure and public service facilities.

Staff is of the view that the NUC qualifies as an excellent candidate based on its planned role and function within the regional and town urban structure.

Development Interest

Town staff note that there is growing interest in the NUC and surrounding area from the development community. A number of pre-consultation meetings with landowners have occurred. Based on these discussions and preliminary applications to date, it is evident that the market is poised to develop the NUC as a mixed use community.

COMMENT/OPTIONS:

Based on the background review undertaken to date, the following preliminary directions are for Council's consideration.

The NUC study will provide a basis for planning Neyagawa Urban Core as a complete community, with a mix and range of uses and densities that support a 407 Transitway station and provide opportunities for a range of housing and job choices in this strategic growth node.

Town staff recommends that the region's Employment Area overlay be removed from the NUC north of Burnhamthorpe Road West in order for the town's study to proceed. More specifically:

- For the northeast quadrant, the lands extending eastward to line up approximately with the northerly extension of Carding Mill Trail; and
- For the northwest quadrant, the lands west of Neyagawa Boulevard should be removed, as well as the lands west of Fourth Line over to the limit of the Region's Natural Heritage System.

Subject to Council's confirmation, Staff intend to continue working with the Region regarding the removal of the employment area overlay for the aforementioned lands within the NUC study area.

Staff are of the opinion that the conversion is supportable for a number of reasons, including:

- The NUC is an identified Secondary Node and Strategic Growth Area with the regional and town urban structures. These areas are intended to be planned and developed as complete communities with a range, mix and density of uses able to accommodate significant population and employment over the long-term.
- The NUC provides an important opportunity for the town and region with respect to connectivity within Halton and with the broader GGH. The critical mass necessary to support a 407 Transitway station will be best achieved by a higher density, mixed-use, complete community.
- The entirety of the designated employment area lands within the NUC study area comprises 32 ha. It is anticipated that the effect of removing the employment overlay from the NUC lands north of Burnhamthorpe will have a negligible effect on the overall supply of employment area region-wide and will not adversely affect the ability of the region to meet its employment growth outlook. In fact, it will provide opportunities for a greater range of jobs in Halton. It will also provide opportunity for commercial development in North Oakville, a key recommendation of the town's Employment and Commercial Review.

The full land budget implications and population and employment potential will be confirmed through the next stages of the IGMS and NUC study. Town staff notes that the preliminary population and employment estimates prepared for the NUC area as part of the IGMS forecasting are quite low and the strategic growth node can contribute more significantly to achieving the growth outlook for the town and region to 2051.

It is appropriate to request the removal of the regional employment area designation through the IGMS process. This work has already been contemplated and the proposed conversion is currently being tested with respect to the IGMS Growth Concepts and associated land needs assessment. The Region has indicated support and further analysis to be undertaken.

As has been discussed previously with Council, town staff are supportive of the Region in choosing Growth Concept 3B, which is most aligned with directing growth to strategic nodes and supporting major office and mixed use communities (i.e. Midtown, Hospital District, Bronte GO etc.).

NEXT STEPS

- At the direction of Council, town staff will continue working with the Region in the review of the land uses and the employment lands overlay within the NUC study area.
- Additional engagement with landowners in the NUC will be undertaken.
- A preliminary land use concept and draft official plan policies for the NUC will be prepared for consideration by Council.
- A public consultation program will be prepared; timing and particulars to be determined.

This study is being carried out by town staff as part of the town's Official Plan Review. As such, Halton Region is the final approval authority and any adopted Official Plan Amendment by Town Council will be forwarded to Halton Region for final approval.

CONSIDERATIONS:

(A) PUBLIC

Landowners and members of the public will be notified of all public information / feedback sessions. Updates will also be posted on the town's website and shared via an email to the town's OP Review contact list (approximately 1,300 unique email addresses).

A proposed town-initiated Official Plan Amendment will be presented at a future Statutory Public Meeting of Planning and Development Council as a Public Hearing item. Notice of the Statutory Public Meeting will be given in the prescribed manner, including notice in the Oakville Beaver.

(B) FINANCIAL

There are no financial implications arising from this report at this time.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

Other departments and users will be engaged throughout study as appropriate. A draft Official Plan Amendment will be circulated to internal departments for review and comment. Any approved policy framework resulting from this study process would be considered as part of updates to future town Master Plan, as applicable.

(D) CORPORATE STRATEGIC GOALS

This report addresses the corporate strategic goal(s) to:

- be accountable in everything we do
- be innovative in everything we do
- be dedicated in everything we do
- be the most livable town in Canada

(E) CLIMATE CHANGE/ACTION

Land use planning is an important vehicle for addressing climate change. The NUC will be planned as a transit-supportive, mixed use, higher density, complete community. This type of built form helps to reduce GHG emissions by providing opportunities to live and work with the same community, reducing reliance on personal vehicles. The proposed employment conversion in the NUC would also enable the area to be planned at mix and density of uses that will support a 407 Transitway station, increasing mass transit connectivity within Halton and beyond.

Prepared by:

Lara Nelson, MCIP, RPP
Planner, Policy Planning and Heritage

Kirk Biggar, MCIP, RPP
Senior Planner, Policy Planning and
Heritage

Recommended by:

Diane Childs MCIP, RPP
Manager, Policy Planning and Heritage

Submitted by:

Gabe Charles MCIP, RPP
Director, Planning Services