



OAKVILLE

REPORT

Planning and Development Council

Meeting Date: May 16, 2022

FROM: Planning Services Department

DATE: May 3, 2022

SUBJECT: **Public Meeting Report – Town-initiated Official Plan Amendments, Neyagawa Urban Core Review, File No. 42.15.60, May 16, 2022**

LOCATION: Neyagawa Boulevard and Burnhamthorpe Road West

WARD: Ward 7

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RECOMMENDATION:

1. That the report titled *Public Meeting Report – Town-initiated Official Plan Amendments, Neyagawa Urban Core Review, File No. 42.15.60, May 16, 2022*, be received.
2. That comments from the public with respect to proposed town-initiated official plan amendments to implement the findings of the Neyagawa Urban Core Review (File No. 42.15.60) be received.
3. That staff consider such comments as may be provided by Council.
4. That the report titled *Public Meeting Report – Town-initiated Official Plan Amendments, Neyagawa Urban Core Review, File No. 42.15.60, May 16, 2022*, be forwarded to the Ministry of Transportation to support the consideration of a 407 Transitway station at Neyagawa Boulevard and Highway 407.

KEY FACTS:

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

- The Neyagawa Urban Core (NUC) Review is a study undertaken as part of the town's ongoing Official Plan Review and supports implementation of the town-wide urban structure.

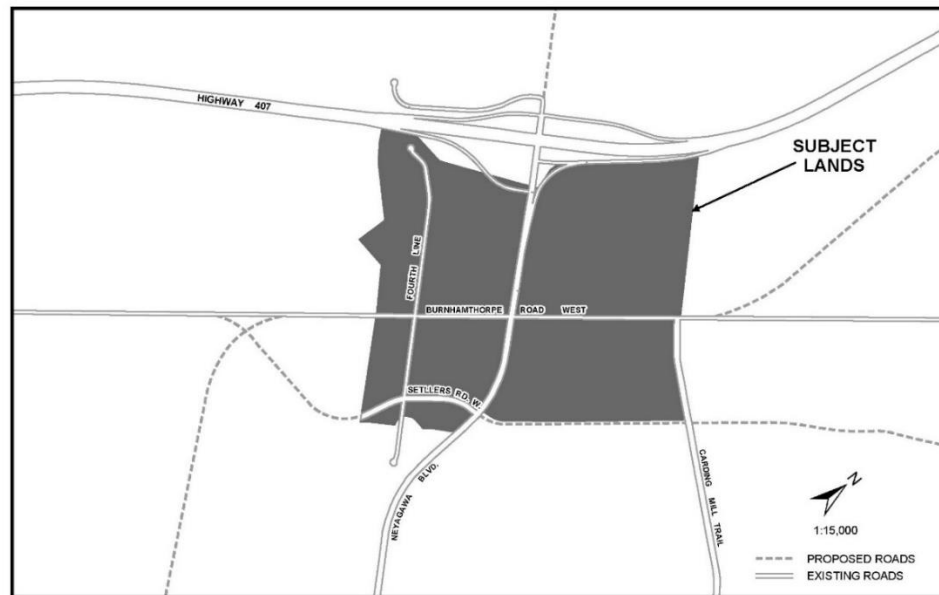
- The purpose of the NUC Review is to delineate the boundary of this strategic growth area (SGA) and determine an appropriate mix of land uses, scale and intensity of development. The analysis and proposed official plan amendments also support consideration of a future 407 Transitway station in the NUC at Neyagawa Boulevard and Highway 407.
- As part of the ongoing Regional Official Plan Review, Halton Region is determining how best to accommodate forecasted population and employment growth in the region to 2051 through its Integrated Growth Management Strategy (IGMS).
- The town's ongoing official plan review, including the results of the NUC Review, provides input related to local priorities for accommodating future growth in support of Halton Region's official plan review and municipal comprehensive review.
- The NUC is identified as a Secondary Core Area within the North Oakville East Secondary Plan of the 1984 Official Plan, as amended.
- Council adopted Official Plan Amendments 15, 317 and 318 for a town-wide urban structure on September 27, 2017. The NUC is identified as a Node for Further Study.
- The NUC Review was initiated in fall of 2021. A Background and Preliminary Directions report was received by Council on October 4, 2021. Town staff undertook research and analyses to identify an SGA boundary and develop policies aimed at creating a mixed use, complete community supportive of higher order transit, providing for a range and mix of housing choices and a diverse job base including, commercial and office employment.
- Consultation with landowners and other key stakeholders, regional and provincial staff, Town Council and the public also provided input to the study.
- As a result of the findings of the NUC Review, two town-initiated proposed official plan amendments (OPA) have been prepared for consideration by Council. These are OPA 326 and OPA 45.
- The OPAs are based on work undertaken by town staff and reflect the most current direction of the role and intent for the NUC within the region's and town's urban structures.
- The proposed amendments conform with relevant, in-force and emerging town, regional and provincial planning policy.

- The two proposed OPAs identify, and establish policies for, the Neyagawa Urban Core Area at the intersection of Neyagawa Boulevard and Burnhamthorpe Road West.
- The effect of the proposed OPA 326 to the 1984 Oakville Official Plan’s North Oakville East Secondary Plan will be to:
 - update schedules (maps) to identify the Neyagawa Urban Core strategic growth area and designate the lands as “Neyagawa Urban Core Area”;
 - provide area-specific land use policies to support the creation of a transit-supportive, complete community that includes a mix of high density residential, commercial and institutional uses with a 12-storey maximum building height; and to,
 - provide area-specific functional and implementation policies to enable and guide redevelopment conforming with the above, which address matters including urban design, transportation, stormwater management, district energy, and parkland dedication.
- The effect of the proposed OPA 45 to the Livable Oakville Official Plan is to identify the Neyagawa Urban Core as “Nodes and Corridors” on Schedule A1 – Urban Structure.
- The proposed OPAs respond to the climate emergency by planning for a compact, complete community with a mix and density of uses supportive of higher order transit. A permitted range of three to 12 storeys is proposed.
- The proposed OPAs enhance the justification for a 407 Transitway station at Neyagawa Boulevard and Highway 407.
- The purpose of this Statutory Public Meeting before Planning and Development Council is to hear delegations on the proposed OPAs, to respond to questions of clarification and to identify additional planning matters to be considered.

BACKGROUND:

This report introduces two proposed official plan amendments (OPAs) for the Neyagawa Urban Core strategic growth area centred on the intersection of Neyagawa Boulevard and Burnhamthorpe Road West (Figure 1). This report forms part of the statutory public meeting before Planning and Development Council, May 16, 2022. The proposed amendments, OPA 326 and OPA 45, are attached as Appendix A to this report.

Figure 1. Neyagawa Urban Core strategic growth area



Town of Oakville Official Plans

The Town of Oakville has two official plans in effect:

- The Livable Oakville Plan, which applies to the lands south of Dundas Street and to the lands north of Highway 407; and
- 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.

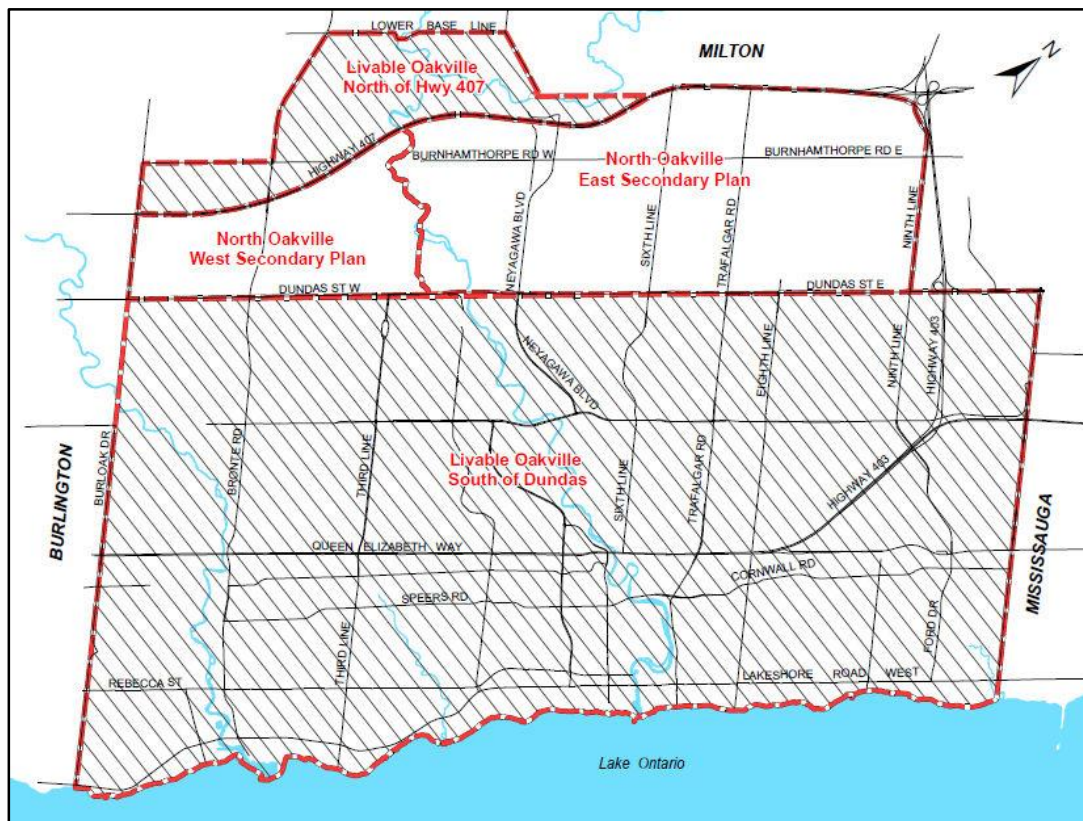
The areas governed by the Town of Oakville Official Plans are shown in Figure 2.

1984 Town of Oakville Official Plan

The Neyagawa Urban Core (NUC) lands are governed by the 1984 Town of Oakville Official Plan, as amended, and located in the North Oakville East Secondary Plan (NOESP) area.

The NOESP was developed as part of a comprehensive planning process and was approved by the Ontario Municipal Board in January 2008. The NOESP predates the original 2006 Growth Plan and was created to have regard for the 1997 Provincial Policy Statement.

Figure 2. Town of Oakville Official Plan Areas



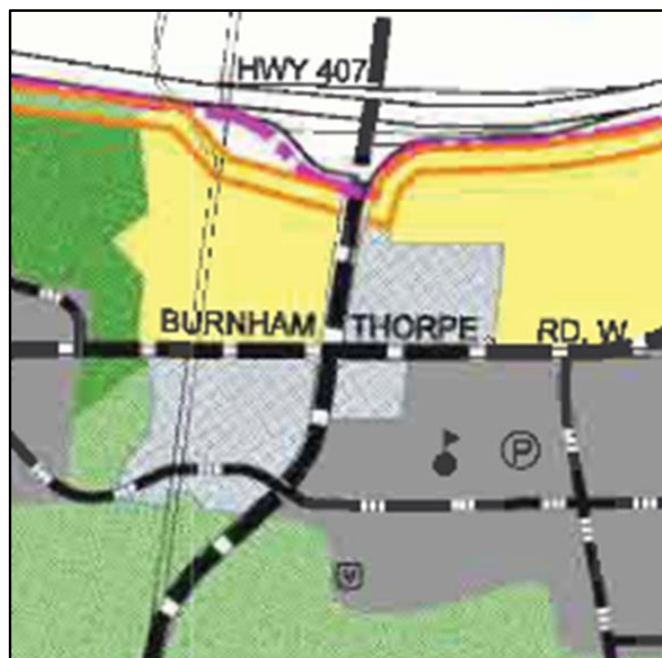
The NOESP is not yet part of Livable Oakville Official Plan. It is a major project of the town’s ongoing Official Plan Review to incorporate the NOESP into Livable Oakville.

The following sections from the NOESP apply to the NUC:

- 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, “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 (Figure 3), provides the following existing designations for the broader NUC lands.

Figure 3. Excerpt from Figure NOE 2, Land Use Strategy, NOESP



- Neyagawa Urban Core Area (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 SGA, 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.

Livable Oakville Official Plan

Livable Oakville is the town's official plan for the lands south of Dundas Street and north of Highway 407. It provides land use designations and policies to guide development to the year 2031.

Livable Oakville was adopted by Council in June 2009 and approved by Halton Region in November 2009, with modifications, as it was deemed to conform to the 2006 Growth Plan and the Halton Region Official Plan, as amended, and to be consistent with the 2005 Provincial Policy Statement. The Ontario Municipal Board approved the Plan, with further modifications, in May 2011.

Livable Oakville was the result of a comprehensive planning exercise that involved extensive public consultation, numerous background and technical studies, and policy development.

The Town's Official Plan Review and Town-wide Urban Structure

On February 10, 2014, Planning and Development Council received a report titled *Long Range Planning Work Program* which signaled the commencement of the town's five-year Official Plan Review.

On May 11, 2015, Planning and Development Council hosted a Special Public Meeting and received a report titled *Official Plan Review – Special Public Meeting* as input to the Official Plan Review.

As part of the town's Official Plan Review, Council adopted OPAs for a town-wide urban structure on September 27, 2017:

- 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.

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 of approval, the town-wide urban structure was deemed to be consistent with the 2014 Provincial Policy Statement, to conform to the 2009 Halton Region Official Plan and the 2017 Growth Plan.

Subsequent to the region's approval, OPA 15 was appealed to the Local Planning and Appeal Tribunal. On July 9, 2021, the appeals to OPA 15 were withdrawn and the town-wide urban structure came into full force and effect.

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

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

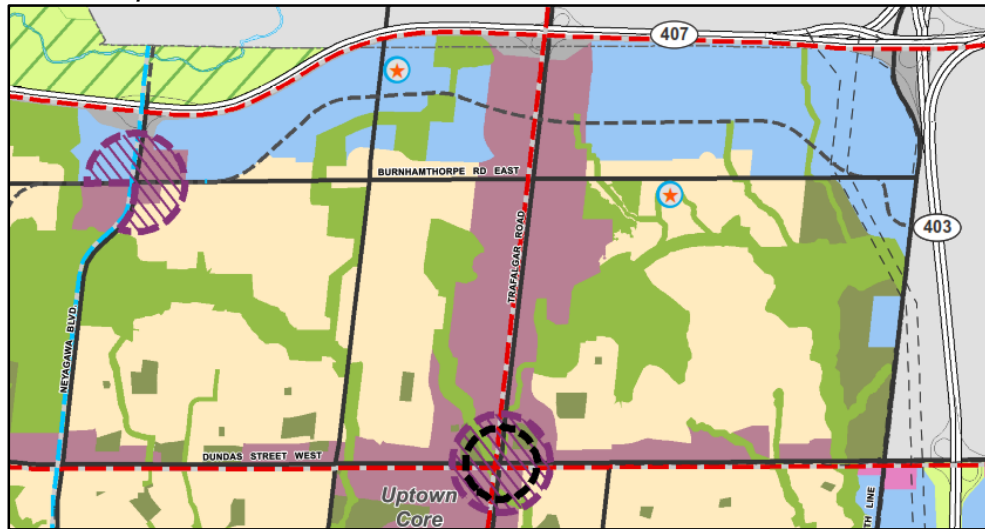
The NUC is an element identified in the urban structure as a "Node for Further Study" (Figure 4). Livable Oakville, Section 3.6 Urban Structure, Nodes and Corridors, states:

"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."

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. Elements of the urban structure that apply to the NUC include:

- The NUC is part of the town's Nodes and Corridors system. Nodes and Corridors are key areas of the town identified as the focus for mixed use development and intensification. They each have a unique existing and planned character, scale and potential to accommodate growth. These are also the areas which comprise strategic growth areas within a Growth Plan context.
- 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.

Figure 4. Excerpt from Schedule A1, Urban Structure, Livable Oakville



- Neyagawa Boulevard is also identified in the urban structure as a Mobility Link, consistent with the Region’s Mobility Management Strategy. Mobility links are 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.
- Highway 407 is also 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.
- 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 5) and Trafalgar Road. Staff has protected for this right-of-way and the location of these station facilities through review and consideration of development applications along the corridor.

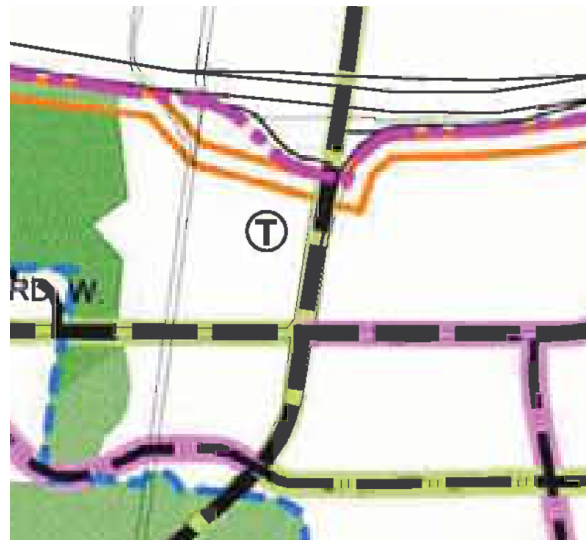
Provincial Planning Framework

The provincial planning framework continues to evolve and since the town-initiated it’s Official Plan Review in 2015. There have been a number of key changes to provincial plans and policies.

Provincial Policy Statement

The Provincial Policy Statement (PPS) promotes a policy-led planning system which recognizes that there are complex relationships among environmental, economic and social factors in lands use planning.

Figure 5. Excerpt from Figure NOE 4, Transportation Plan, NOESP



The PPS encourages building strong healthy communities, the wise use and management of land and resources and the protection of public health and safety.

Key components of the PPS include directing growth to settlement areas to achieve efficient land use patterns and promoting a compact development form. The subject lands of the proposed OPA are located within the settlement area and shall be the focus for growth and development.

The 2014 Provincial Policy Statement was replaced by the 2020 Provincial Policy Statement (PPS) which came into effect on May 1, 2020. The *Planning Act* requires that all decisions in respect of planning matters shall be consistent with the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe

On May 16, 2019, A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) came into effect. It was later amended by Growth Plan Amendment 1, which came into effect on August 28, 2020.

The 2019 Growth Plan, as amended, is the province's long-term framework to plan for growth and development to support economic prosperity, protect the environment and develop complete communities to achieve a high quality of life.

The Growth Plan extends the planning horizon of the plan area to the year 2051, and identifies required population and employment forecasts to the 2051 planning horizon.

The town and the subject lands of the OPA are located within the Growth Plan area. The *Planning Act* requires that all planning decisions shall conform with the Growth

Plan. In developing the proposed updated OPA policies for the NUC, applicable Growth Plan policies have been reviewed and incorporated.

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

The Growth Plan also provides policy direction for land needs assessment, employment land conversions as well as planning for SGAs, such as the NUC, to accommodate required population and employment growth within the existing settlement area.

The Growth Plan defines SGAs as follows:

“Strategic Growth Areas - 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.”

The NUC is located within a designated greenfield area, which is defined as:

“Designated Greenfield Area - Lands within settlement areas (not including rural settlements) but outside of delineated built-up areas that have been designated in an official plan for development and are required to accommodate forecasted growth to the horizon of this Plan. Designated greenfield areas do not include excess lands.”

While the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation, the following policies apply to the NUC:

2.2.7 Designated Greenfield Areas

1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:
 - a) supports the achievement of complete communities;
 - b) supports active transportation; and
 - c) encourages the integration and sustained viability of transit services.

5.2.3. Co-ordination

2. Upper-tier municipalities, in consultation with lower-tier municipalities, will, through a municipal comprehensive review, provide policy direction to implement this Plan, including:
 - b) identifying minimum density targets for strategic growth areas, including any urban growth centres or major transit station areas, in accordance with this Plan; ...
 - d) identifying minimum density targets for the designated greenfield areas of the lower-tier municipalities, to achieve the minimum density target for the upper- or single-tier municipality; ...

As noted in the policies of section 5.2.3 above, minimum density targets must be established as part of a municipal comprehensive review (MCR). An MCR is defined in the Growth Plan as:

Municipal Comprehensive Review - A new official plan, or an official plan amendment, initiated by an upper- or single-tier municipality under section 26 of the Planning Act that comprehensively applies the policies and schedules of this Plan.”

This policy requires the minimum density target be established by the town’s upper-tier municipality Halton Region, in consultation with the town, as part of the region’s municipal comprehensive review process.

Halton Region Official Plan

The Halton Region Official Plan provides policy direction for land use planning in Halton Region. All development in Oakville is subject to the policies of the Regional Official Plan. The NUC is designated Urban Area on Map 1 of the Halton Region Official Plan.

Section 72 outlines the objectives of the Urban Area, which include:

- 2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.
- 7) To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.

- 10) To provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs.

The NUC is also located in the region's Designated Greenfield Area where Section 77(2.4) of the Halton Region Official Plan requires development to:

- a) contribute towards achieving the development density target of Table 2 and the Regional phasing of Table 2a;
- b) contribute to creating healthy communities;
- c) create street configurations, densities, and an urban form that support walking, cycling and the early integration and sustained viability of transit services;
- d) provide a diverse mix of land uses, including residential and employment uses to support vibrant neighbourhoods; and
- e) create high quality parks and open spaces with site design standards and urban design guidelines that support opportunities for transit and active transportation.

The region also provides direction to local municipalities on growth areas in Section 77(5):

Require the Local Municipalities to prepare Area-Specific Plans or policies for major growth areas, including the development or redevelopment of communities. The area may contain solely employment lands without residential uses or solely an Intensification Area. Such plans or policies shall be incorporated by amendment into the Local Official Plan and shall demonstrate how the goals and objectives of this Plan are being attained and shall include, among other things:

- a) a general statement of the intended character of the area or community,
- b) boundaries of the area or community,
- c) policies for the protection of the Regional Natural Heritage System and for the protection of public health and safety within hazard lands,
- d) capacity targets of population, housing units and employment, including targets for Affordable Housing,
- e) land use patterns that promote mixed-use, compact, transit-supportive, walkable communities, including the locations of local facilities for social, cultural, recreational, educational and religious purposes,
- f) location, types and density of residential and employment lands that contribute to creating healthy communities through:
 - [i] urban design,
 - [ii] diversity of land uses,
 - [iii] appropriate mix and densities of housing,
 - [iv] provision of local parks and open space,

- [v] strengthening live-work relationship through a proper balance of residential and employment land uses, and
- [vi] promoting active transportation and public transit use.
- f.1) consideration for land use compatibility in accordance with Regional and Ministry of the Environment guidelines,
- g) overall development density for the area or community and, if it is located within the Designated Greenfield Area, how this density will contribute towards achieving the minimum overall development density for Designated Greenfield Areas in the Local Municipality as set out in Table 2 and the Regional phasing as set out in Table 2a,
- h) a transportation network that promotes public transit and active transportation, including a strategy for early introduction of transit services,
- i) development phasing,
- j) storm water management or, if the scale of development justifies, a Subwatershed Study as per Section 145(9),
- k) Environmental Impact Assessments, if any part of the Regional Natural Heritage System is affected in an area not covered by a Sub-watershed Study,
- l) an Air Quality Impact Assessment based on guidelines under Section 143(2.1),
- m) water and wastewater servicing plans,
- n) provision of utilities,
- o) a fiscal impact analysis,
- p) a community infrastructure plan, based on Regional guidelines, describing where, how and when public services for health, education, recreation, sociocultural activities, safety and security and Affordable Housing will be provided to serve the community, and
- q) an Agricultural Impact Assessment on potential impact of urban development on existing agricultural operations, including the requirement for compliance with the Minimum Distance Separation formulae where an agricultural operation is outside the Urban Area

Regional Official Plan Review

The Halton Region Official Plan is also under review, as required by the *Planning Act*. This Regional Official Plan Review (ROPR) will result in updates to the regional Official Plan that provide for conformity with updated Provincial Plans and consistency with the Provincial Policy Statement.

The current, approved Regional Official Plan provides comprehensive planning for growth and development to 2031.

The Growth Plan requires that Halton Region plans to accommodate 1,100,000 people and 500,000 jobs by 2051. The Integrated Growth Management Strategy

(IGMS) is the component of the ROPR that is developing a strategy to accommodate this growth to 2051 and achieve conformity with the Growth Plan.

This IGMS component of the ROPR to achieve conformity with the growth plan is known as the municipal comprehensive review as defined earlier in this report.

Regional Official Plan Amendment 48

Regional Official Plan Amendment 48 (ROPA 48) was adopted by Regional Council on July 7, 2021 and approved by the Minister of Municipal Affairs and Housing on November 10, 2021. It was the first amendment to be adopted by Regional Council as part of the ROPR.

ROPA 48 implements components of the Regional Urban Structure to establish a hierarchy of SGAs in the Regional Official Plan.

ROPA 48 also advances planning for key elements of Oakville’s town-wide urban structure, including:

- Midtown Oakville, Urban Growth Centre;
- Bronte GO, Major Transit Station Area;
- Hospital District and Palermo Village, SGAs.

The NUC was identified as a Secondary Regional Node in ROPA 48.

Through ROPA 48, the Region also updated the Regional Employment Area mapping and advanced strategic employment land conversions particularly around major transit station areas where a shift to higher density, mixed use development is envisioned for the future.

Regional Official Plan Amendment 49

The region released draft Regional Official Plan Amendment 49 (ROPA 49) on March 24, 2022. ROPA 49 helps define how and where Halton will grow by implementing the IGMS. It is the second regional official plan amendment to be considered by Regional Council as part of the current ROPR and builds on the regional urban structure defined by ROPA 48.

Draft ROPA 49 would update Halton Region’s growth management strategy to plan for how population and employment growth is accommodated within Halton’s existing urban boundaries for the period 2031 to 2041. Draft ROPA 49 also contains a framework for how required growth would be planned for in the 2041 to 2051 planning period.

ROPA 49 proposes changes that support Halton’s growth strategy, including updates to policies and mapping related to Settlement Area boundaries, the regional urban structure, SGAs and Employment Areas, as well as forecasts and targets for population and employment growth, intensification, density and phasing. The draft ROPA 49 applies to all lands in the Regional Municipality of Halton.

Density Targets and Proportions

ROPA 49 would update the policy framework associated with Primary Regional Nodes by delineating and assigning targets to SGAs. Primary Regional Nodes are SGAs which have a role in accommodating mixed-use intensification and supporting the regional transit network. Primary Regional Nodes are also assigned targets for minimum density and the proportion of residents to jobs within the node.

Draft ROPA 49 identifies NUC as a Primary Regional Node and assigns the following to be planned for:

- A minimum density target of 160 residents and jobs combined per hectare; and
- A general target proportion of residents and jobs of 85% to 15%.

Employment Conversions

Draft ROPA 49 would also implement a conversion of Employment Area lands within the NUC area. The conversion 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 employment necessary to support a 407 Transitway station.

The Employment Area conversion 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 conversion will enable a broadening of employment functions in the NUC beyond the large land-based uses typical to traditional employment lands, such as manufacturing and warehousing

The proposed official plan amendments for the NUC presented through this report conform with current and in-force region and town official plan policies; however, are also forward-looking to the intent of ROPA 49. A subsequent conformity amendment to fully address matters of ROPA 49 will be prepared following such time that ROPA 49 is approved and in-force.

COMMENTS:

The following sections outline the process and results of the Neyagawa Urban Core (NUC) Review and provide an overview of the proposed official plan amendments (OPAs) for consideration by Council and the public.

Following the statutory public meeting and analysis of the comments received from the public and Council, staff will bring forward recommended OPAs for consideration at a future meeting of Planning and Development Council.

The following describes the process and outcomes of the NUC Review, including:

- study area and existing conditions
- study milestones
- active development applications
- public engagement program
- analysis and key study results
 - Employment Area conversion
 - justification for a 407 Transitway station
 - Neyagawa Urban Core Area boundary
 - population and employment capacity
 - updates to town policies
 - meeting provincial and regional policy conformity requirements
 - addressing the climate emergency
 - details of the proposed official plan amendments.

Neyagawa Urban Core Review

The Neyagawa Urban Core (NUC) Review is a study undertaken by staff as part of the town's ongoing official plan review to, among other matters, support implementation of the town-wide urban structure.

The review addresses an identified need for further study, establishes a proposed SGA boundary for the NUC Area and proposes amendments to policy direction contained within the North Oakville East Secondary Plan (NOESP) related to the planned character, scale, mix of uses and intensity of growth within the NUC Area.

The study supports consideration by the Ministry of Transportation (MTO) for a future 407 Transitway station at Neyagawa Boulevard and Highway 407.

The resulting proposed OPAs will update relevant planning policies for the NUC Area in a manner which enables development of this SGA as a mixed use, higher order transit supportive, complete community.

The NUC Review builds on significant prior work undertaken in planning for North Oakville and the NUC.

Study Area and Existing Conditions

The NUC Review study area, centred on Burnhamthorpe Road West and Neyagawa Boulevard is shown in Figure 1. The lands are adjacent to Highway 407 and the Town of Milton to the north; northwest of Uptown and northeast of the Hospital District nodes (Figure 6).

Figure 6. Context Map



The NUC Review area comprises approximately 75 ha. The area is still largely rural and vacant with the exception of an existing residential subdivision and an institutional use (school) in the southwest quadrant.

Study Milestones

The NUC Review was initiated in the fall of 2021. Key milestones of the review include:

- Engagement with Ministry of Transportation and Halton Region over the course of 2021
- An October 4, 2021 report received by Planning and Development Council, entitled “Neyagawa Urban Core Review – Background and Preliminary

Directions” which introduced the study and provided background information and initial analysis by staff

- Meetings with affected landowners, agency staff, and Council members during the fall of 2021 and winter 2022
- Study webpage launched, January 2022
- Public Information Meeting, hosted by town staff on February 17, 2022
- May 16, 2022 Statutory Public Meeting and proposed official plan amendment.

A recommendation report and official plan amendment for Town Council and Halton Region approval will be prepared following input received from the Statutory Public Meeting, as mentioned previously.

The NUC Review was underpinned by ongoing engagement with agency and key stakeholders, including Council, regional and provincial staff, affected landowners, and the public.

Public Engagement Program

The NUC Review was informed by a public engagement program which included:

- Meetings with Ward 7 Councillors;
- Correspondence and meetings landowners within the study area;
- Ongoing engagement with Halton Region staff, as input to the both the NUC Review and the region’s current official plan review;
- Correspondence with Ministry of Transportation regarding the 407 Transitway and potential station within the NUC;
- A Public Information Meeting held on February 17, 2022 to provide information on the study and solicit input from key stakeholders and the public;

The Statutory Public Meeting, required by the *Planning Act*, will provide Council the opportunity to hear public delegations on the proposed OPA, ask questions of clarification and identify planning matters to be considered. Following, town staff will bring a recommendation report, including any revisions to the proposed official plan amendments, taking into account input received.

Active Development Applications

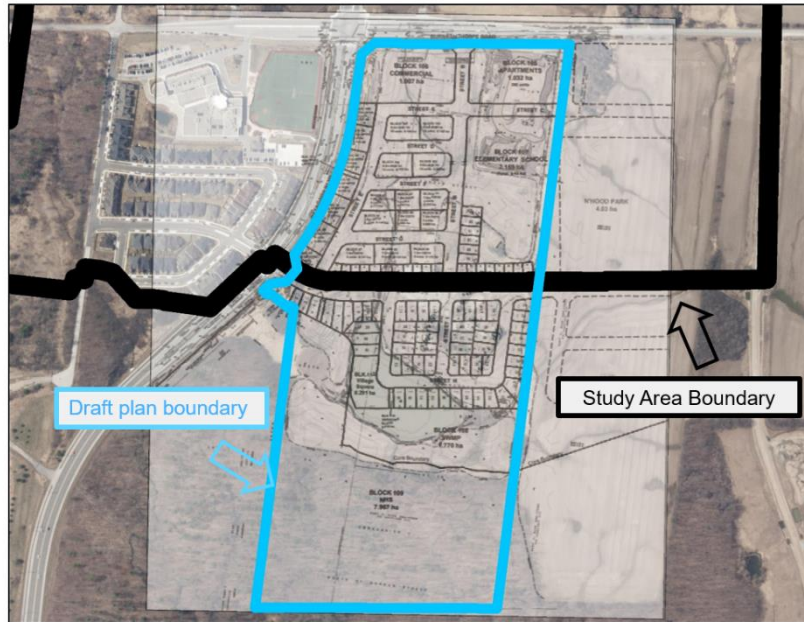
There are two significant development applications affecting the southeast quadrant of the study area. The proposed development applications for the Sherborne Lodge (Figure 7) and Remington/ENO (Figure 8) applications are currently under review by the town. Statutory Public Meetings for the proposed developments were held on March 7, 2022 to present the applications to Council and provide opportunity for public input.

The proposed OPAs discussed in this report consider the intent of the proposed developments:

- Sherborne Lodge, Zoning By-law Amendment and Draft Plan of Subdivision Application (File No. Z.1319.10, 24T-21008/1319), and
- Remington/ENO Official Plan, Zoning By-law Amendment and Draft Plan of Subdivision Application (File No. OPA1317.07, Z.1317.07 and 24T-21007/1317).

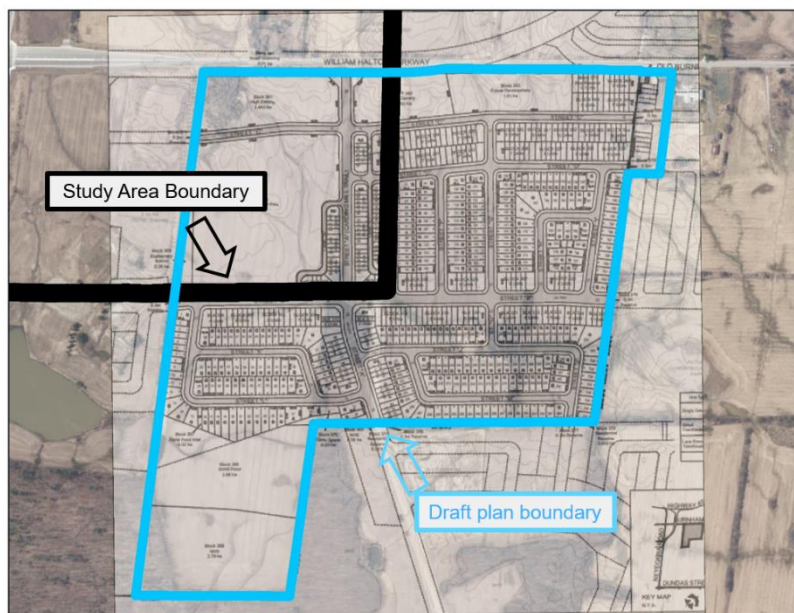
The plans of subdivision provide for mix and range of uses including residential, commercial, community amenities (park and school). The proposed plans also provide for connectivity with surrounding road pattern, built form and character compatibility with the existing residential development within the southwest quadrant of the study area. The plans do not propose any change to the natural heritage system (NHS). The development applications will be considered in the context of the in-effect policies and the emerging intent of the NUC study.

Figure 7. Sherborne Lodge – Proposed Draft Plan of Subdivision



The Sherborne Lodge proposal provides for a new village square and an elementary school block and total of 505 new residential dwelling units, including: 84 single-detached lots, 105 townhouses and 293 apartment units.

Figure 8. Remington/ENO – Proposed Draft Plan of Subdivision



The proposed Remington/ENO development consists of 292 single detached dwellings, 309 townhouse dwellings and two future mixed use apartment blocks, one future development block, one neighbourhood park and an elementary school block.

Analysis and Key Study Results

The NUC Review involves analysis of town, regional and provincial policies guiding growth and development for the NUC SGA. The proposed OPAs resulting from the study will update the policy framework to guide growth-related decision making in the NUC Area in a manner that supports creation of a complete community with a mix of uses and density sufficient for higher order transit. A summary of key considerations related to study outcomes and the proposed OPAs follows.

Employment Area Conversion

The NUC Review involved analysis and engagement with regional staff as input to the town's Official Plan Review as well as the Regional Official Plan Review and the IGMS. A key result is the recommendation for an Employment Area conversion, to be implemented through draft ROPA 49. The proposed conversion affects the northeast and northwest quadrants of the NUC Area:

- The Employment Area conversion will enable development of the NUC Area as a mixed use, complete community at an overall density and persons and jobs capacity sufficient to support higher order transit.
- The NUC is a strategic location within the regional urban structure and is currently designated as a Secondary Regional Node in the approved ROPA 48. It is proposed to be elevated to a Primary Regional Node in draft ROPA 49. The NUC is an SGA in a Growth Plan context, and represents a key location within the broader town and regional transportation system and mobility plans.
- The lands affected by the Employment Area conversion are highlighted in Figure 9 below and comprise roughly 35 hectares, currently designated Employment District within the North Oakville East Secondary Plan.
- Employment Area conversion is integral to enabling this SGA and identified mobility link to develop with a mix of uses and appropriate densities that would result in a critical mass of population and employment opportunities necessary to support a 407 Transitway station.
- Employment Area conversion in this location also supports a range of planning goals related to addressing the climate emergency, enabling 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 providing opportunities for additional commercial development in North Oakville.

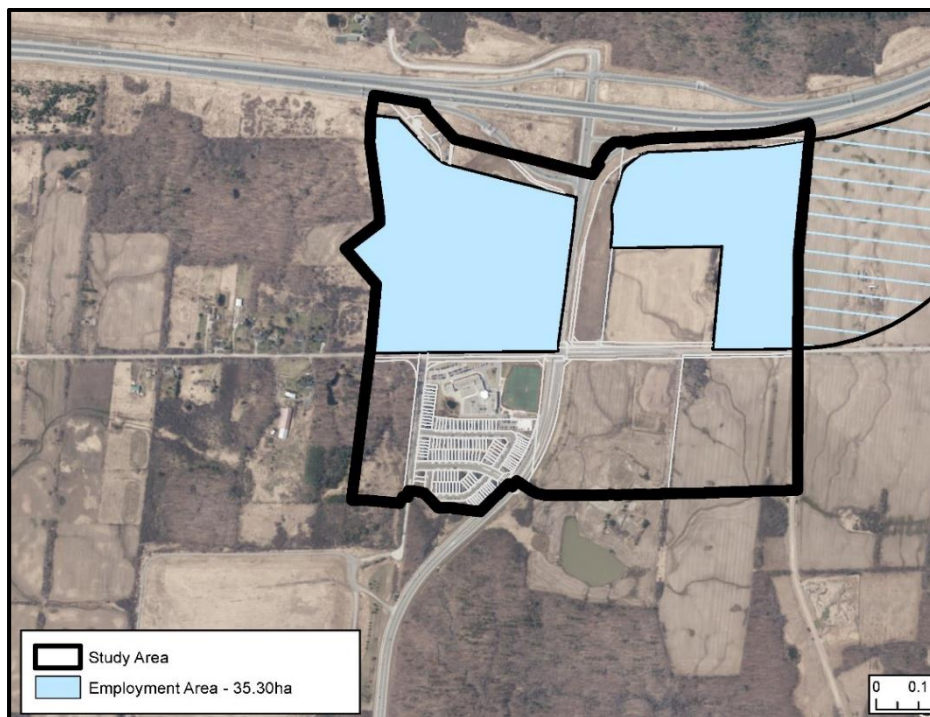
These considerations are consistent with the *Neyagawa Urban Core – Background and Preliminary Directions* report endorsed by Town Council at its meeting of October 4, 2021

Through draft ROPA 49, the region has proposed the removal of the Employment Area for the northeast and northwest quadrants within the NUC study area.

Regional and town staff concluded that the NUC is an excellent candidate to accommodate a greater proportion of provincially mandated growth to 2051 based on its planned role and function within the regional and town urban structure and broader transportation and transit system.

The Employment Area conversion is being implemented, conforming with provincial and regional policy direction for planning for Employment Areas, as part of the Regional Official Plan Review and as reflected in draft ROPA 49.

Figure 9. Employment Area Conversion Lands



Key Considerations for Employment Area Conversion

The merit of the proposed conversion within the NUC Review area has been evaluated in consultation with regional staff, taking into account four key considerations developed as part of the region's IGMS based on direction from the Growth Plan:

- *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.

The sufficiency of employment land supply in the region has been confirmed through the IGMS, accounting for the proposed conversion in the region's latest draft and as forwarded through ROPA 49. The amount of land proposed for conversion is negligible on a region-wide perspective. Additionally, no decrease in the level of job potential is contemplated.

- *Demonstrated Need*

There is a demonstrated need for the proposed conversion on the basis that it will enable a strategic opportunity for growth that supports the regional urban structure and/or local urban structure. Consideration may also be given on the basis of specific existing conditions or constraints associated with the subject lands that reduce or limit the opportunity for employment uses.

The NUC is an identified SGA within a Growth Plan context, a Primary Regional Node under draft ROPA 49, and a Core Area and Node for Further Study under the town's planning framework. These areas are intended to accommodate a mix and higher intensity of uses. In addition, the NUC presents a unique, strategic opportunity insofar as relates to the potential for a 407 Transitway station at this location.

- *Employment Area Viability*

The overall viability of an Employment Area will not be adversely affected by the proposed conversion. There are still significant Employment Area lands abutting the northeastern quadrant of the proposed SGA boundary. The viability of those lands remains intact.

Additionally, the proposed conversion would enable a more fulsome range of employment opportunities within the NUC Area, complementing the remaining employment-only focused lands and enabling the SGA to achieve an appropriate level of employment; as well as addressing an identified need for additional commercial opportunities and amenities in North Oakville more broadly.

- *General Considerations*

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

The overall viability of the strategic growth area is better supported through the updated growth distribution. Of importance, the Employment Area conversion helps to ensure that the NUC can be planned with an appropriate density and mix of uses to support a 407 Transitway station.

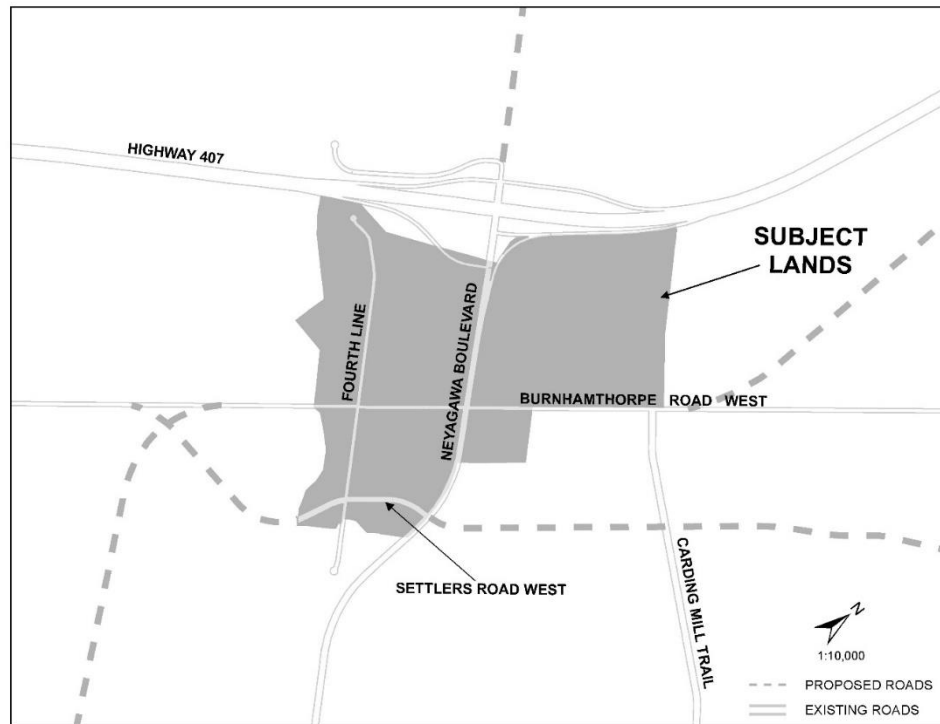
Neyagawa Urban Core Area Boundary

A central matter addressed through the NUC Review was the refinement of the NUC Area boundary within the study area boundary (Figure 10).

The new boundary shown below will be used to delineate the NUC Area designation within the North Oakville East Secondary Plan and the NUC boundary in the Livable Oakville Plan, through the proposed official plan amendments presented in this report. The proposed NUC Area boundary will implement the Employment Area conversion and increase the land area and growth potential of the NUC Area.

The boundary was established in consultation with regional staff, taking into account existing development, draft plans of subdivision, Employment Area conversion considerations, appropriate transition with the adjacent Employment Area lands and the location of existing and planned road network and transit facilities.

Figure 10: Proposed Neyagawa Urban Core Area Boundary



The proposed NUC Area boundary includes a portion of lands subject to the Sherborne Lodge, Zoning By-law Amendment and Draft Plan of Subdivision Application (File No. Z.1319.10, 24T-21008/1319).

The southeast quadrant of the NUC Review study area comprises the balance of this application as well as a portion of the Remington/ENO Official Plan, Zoning By-law Amendment and Draft Plan of Subdivision Application (File No. OPA1317.07, Z.1317.07 and 24T-21007/1317).

The appropriateness of including lands fronting Burnhamthorpe Rd. easterly to Carding Mill Trail for the final recommended official plan amendments is under consideration.

Population and Employment Capacity

The NUC represents a strategic growth area (SGA) under the Growth Plan, and draft ROPA 49 proposes to elevate the designation of the NUC from Secondary Regional Node to Primary Regional Node within the Halton Region Official Plan.

As a SGA and Primary Regional Node, the NUC will be assigned a minimum density target, and target ratio of persons to jobs, in the Halton Region Official Plan. Draft

ROPA 49 sets the target for the NUC at a minimum 160 persons and jobs per hectare, and a general target proportion of residents and jobs of 85% to 15%.

Based on the above parameters, the minimum level of population and employment that the NUC would accommodate is approximately 6,800 residents and 1,200 jobs within the proposed NUC boundary.

In terms of the Regional IGMS, an updated land needs assessment and population and employment distribution for the NUC has been prepared as part of draft ROPA 49 and reflected the Employment Area conversion. This resulted in the population and employment distribution prepared for the NUC through the IGMS (Table 1).

The growth distribution to the NUC is based on consultation with regional staff, recognition that the NUC is being elevated in the Halton Region Official Plan as a Primary Regional Node, and that the SGA can contribute more significantly to accommodating the growth outlook for the town and region to 2041. Table 1 indicates the current growth distribution assigned to the NUC in the region’s IGMS work.

**Table 1: Growth Distribution
Neyagawa Urban Core, Region of Halton, IGMS**

	Period to 2041
Housing Units	1,125
Population	3,240
Employment (# of jobs)	490

Based on the regional growth distribution of draft ROPA 49, the NUC would achieve a density of approximately 75 persons and jobs per hectare. However, staff notes that the current growth distribution identified through the IGMS speaks to a 2041 horizon, while the Growth Plan requires that the Region plan to 2051.

Regional growth distribution in the 2041 to 2051 period will also contribute the achievement of the minimum SGA density as well as the critical mass of residents and jobs to support a 407 Transitway station in the NUC.

The town’s proposed OPAs provide for a three to 12 storey range on building heights for the undeveloped portions of the NUC in a mixed use setting. This would result in a population and employment capacity of approximately 7,000 persons and jobs combined in the northwest and northeast quadrants of the NUC, representing a density of 196 persons and jobs per hectare for the mixed use lands north of Burnhamthorpe Road West. Taken together with the existing and planned development in the southeast and southwest quadrants, the NUC could accommodate significantly more than the current draft ROPA 49 distribution, while

still meeting the minimum density targets for the Primary Regional Node and higher order transit.

The growth potential and capacity of the NUC will continue to be refined in consultation with regional staff and landowners.

Town staff will work with the region to ensure an appropriate growth distribution for the NUC to 2051, taking into account its role as a strategic growth area and Primary Regional Node and the associated policy parameters for planning such areas, notably the minimum density requirements, along with development already existing and planned for within the NUC.

Justification for 407 Transitway Station

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

A key consideration of the NUC Review and resulting proposed official plan amendments is to support inclusion of a 407 Transitway station at Neyagawa Boulevard and Highway 407. Planning the NUC as a mixed use, complete community at a density level sufficient for higher order transit is central to this consideration. Figure 11 below illustrates the location of the potential station, conform with provincial, regional and town plans.

The 407 Transitway is a major transit facility planned for the Highway 407 Corridor 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 was completed for the 407 Transitway and the Ministry of Transportation is seeking approval for the section that passes through Oakville. The associated Environmental Project Report (EPR) can be viewed at <https://407transitway.com/brantToHuronario/EPR.html>.

Town staff reviewed the EPR and noted the absence of a Transitway station at the intersection of Highway 407 and Neyagawa Boulevard, where previous versions of the Transitway plan had shown a station in the NUC area. As noted above, the NOESP protects for a transit station in this area, and development proposals in this general area have been reviewed in the context of this planned intent.

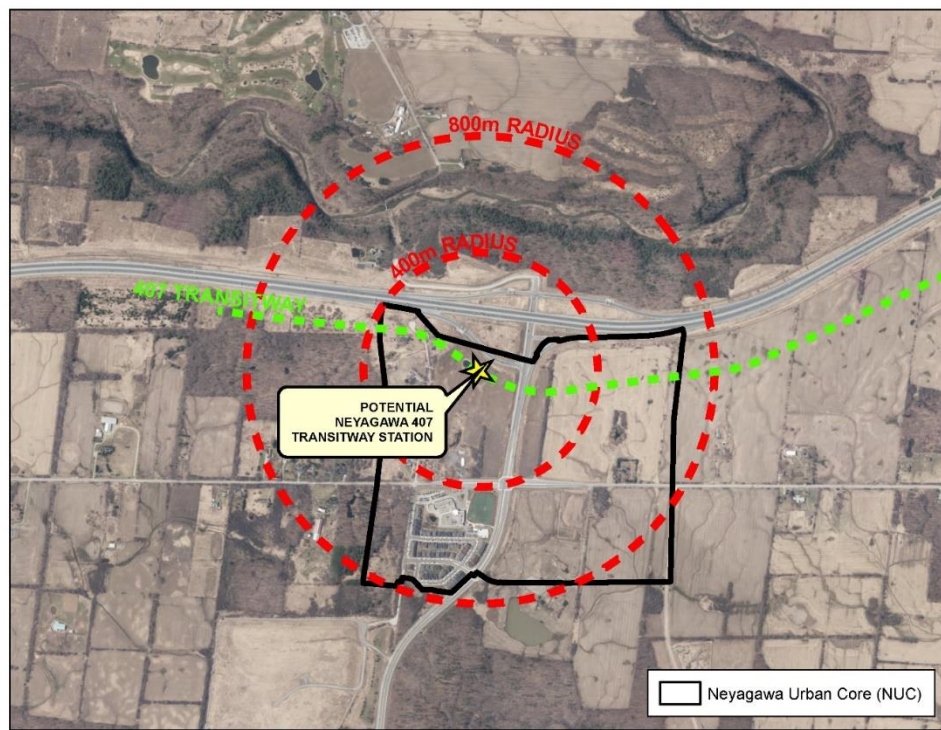
In response, a key input to the NUC Review was additional analyses of planned function, built form and population and employment potential to assess and support

the viability of a 407 Transitway station in the NUC. Correspondence and engagement with regional and provincial staff was also undertaken to ensure that the station remain under consideration as planned for by the province, region and town.

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 either the town’s Official Plan or Region’s Official Plan.

The town identifies lands in the vicinity of the station area as an SGA as per the Growth Plan while the province characterized the lands as remaining rural. This characterization is what drew the future of a station at Neyagawa into question, particularly, as 160 persons and jobs per hectare represents a minimum density threshold recommended by the Ministry of Transportation to support higher order transit which would not be achieved in a perennial rural setting

Figure 11: Potential Location for Neyagawa 407 Transitway Station



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 undertook additional work to support this direction, which was a main thrust of the NUC Review.

To reiterate, results which further enhance the viability of a Neyagawa 407 Transitway station include:

- Implementation of an Employment Area conversion to increase the size of the NUC Area and broaden the permitted uses to enable mixed use development with a range of residential, office and commercial employment uses;
- Proposed permitted range of three to 12 storeys for buildings on lands abutting or north of Burnhamthorpe Rd. (future William Halton Parkway, as applicable);
- The release of draft ROPA 49 which will elevate the designation of the NUC from Secondary Regional Node to Primary Regional Node within the Halton Region Official Plan with an assigned minimum density target of 160 persons and jobs per hectare, and a residents to jobs target ratio of 85:15; this will result in a minimum of approximately 6,800 residents and 1,200 jobs within the NUC Area boundary.
- Existing and planned development within the NUC and adjacent lands within current development applications, indicate that the node is well positioned to achieve more than the necessary critical mass to support the station. Table 2 below indicates the estimated unit, population and employment potential.

**Table 2: Existing & Planned Development
Neyagawa Urban Core**

	Est. Units	Est. Population	Est. Jobs
Existing Development	115	480	40
Sherborne Lodge	505	1,300	225
Remington/ENO	990 ¹	3,000	125
New Mixed Use	4,000	5,700	800
Total	5,600	10,480	1,190

- A combined residents and jobs potential of more than 11,600 is identified within the NUC and adjacent planned developments under current applications.
- Significant expressed interests from landowners and developers for higher density, mixed use in the northeast and northwest quadrants, suggesting that the area is indeed poised to achieve the level of growth needed to support the station and as being planned for under the official plan amendments proposed herein.

¹ Figure includes 601 planned units and estimated 388 units on the future apt/development blocks.

Amending Oakville's Official Plan Policies

The policies of the NOESP are proposed to be amended as an outcome of the NUC Review. Proposed policies were reviewed for the purpose of updating direction as necessary in order to ensure that the appropriate permissions and guidance are in place to support development of the NUC as envisioned and conform with town, regional and provincial direction for managing growth and land use.

In particular, policy updates to existing direction within the NOESP (and Livable Oakville, as appropriate) are only proposed where necessary to see that as the NUC Area develops over time, it:

- contributes to the town-wide urban structure;
- contains a mix and range of uses and built form;
- achieves a complete community with housing and employment opportunities;
- has appropriate direction for transportation, parking, parkland, natural and cultural heritage, urban design and the public realm;
- is of a density to support higher order transit and a 407 Transitway station;
- represents development that is responsive to the climate emergency.

Conformity with Provincial and Regional Policy

A central aspect of the NUC Review is to ensure that the resulting official plan amendments conform to provincial and regional planning policy directions. The proposed OPAs achieve conformity through the planned mixed of uses use, higher order transit supportive density and complete community aspects of the including:

- Growth Plan direction for SGAs and Designated Greenfield Areas – these matters are addressed through the NUC review and proposed OPAs as it relates to establishing an SGA boundary for the NUC and planning for the area with an appropriate mix, range and intensity of uses to achieve a compact, complete community and at a density level to support higher order transit and contribute to the region's achievement of the minimum density for greenfield areas across Halton. The NUC as planned will surpass the minimum density target for Designated Greenfield Areas and the minimum densities required to support higher order transit.
- Halton Region Official Plan Section 72 – objectives of the Urban Area identified previously are satisfied by planning for growth that is compact and transit-supportive, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy. Planning the NUC will contribute to the balance of jobs and housing across the Region, will reduce the need for long distance commuting and increase the modal share for transit and active transportation. The NUC will provide for an appropriate range and balance of employment and

commercial uses including office and retail and institutional uses to meet long-term needs of a complete community.

- Planning in the NUC will satisfy the direction for Designated Greenfield Areas contained in section 77(2.4) of the Halton Region Official Plan which requires contribution towards achieving the regions density targets and provisions for a diverse mix of land uses, including residential and employment uses to support vibrant neighbourhoods.

The region also provides direction to local municipalities on growth areas in Section 77(5), which provides a list of items to be addressed when preparing an Area Specific Plan (as shown earlier in this report).

- The NUC is being transitioned from a Secondary Regional Node and “Node for Further Study” to Primary Regional Node (through ROPA 49) and strategic growth area.
- Planning for the NUC generally conforms to Policy 77(5) of the Regional official plan, through the existing secondary plan (NOESP) and the proposed OPAs created as a result of the NUC Review.
- For those matters that remain to be addressed, this will be done through future town and regional master plan exercises. Updates will also be undertaken through development applications.

Responding to Climate Change

The proposed OPAs represent planning that is responsive to the climate emergency. Land use planning plays an integral role in climate adaptation and mitigation.

To this end, the NUC Review highlights the connections between built form, density and climate change, notably the importance of compact urban form linked with mass public transit. Analysis undertaken as part of the Region’s IGMS climate change work also identified that growth concepts focussed on higher intensity, compact development resulted in lower greenhouse gas emissions compared to development characterized by lower densities and greater amount of new greenfield development.

The planning of the NUC as a complete community with a mix of uses and density supportive of higher order transit is directly aligned with the type of community planning required to address climate change and adaptation.

The proposed OPAs have been prepared to conform to the town’s sustainability objectives, acting on Council’s declaration of a Climate Change Emergency on June

24, 2019. The NUC Review and planning outcomes of the study provide an important opportunity to address this emergency by reducing the impact of land uses on climate change.

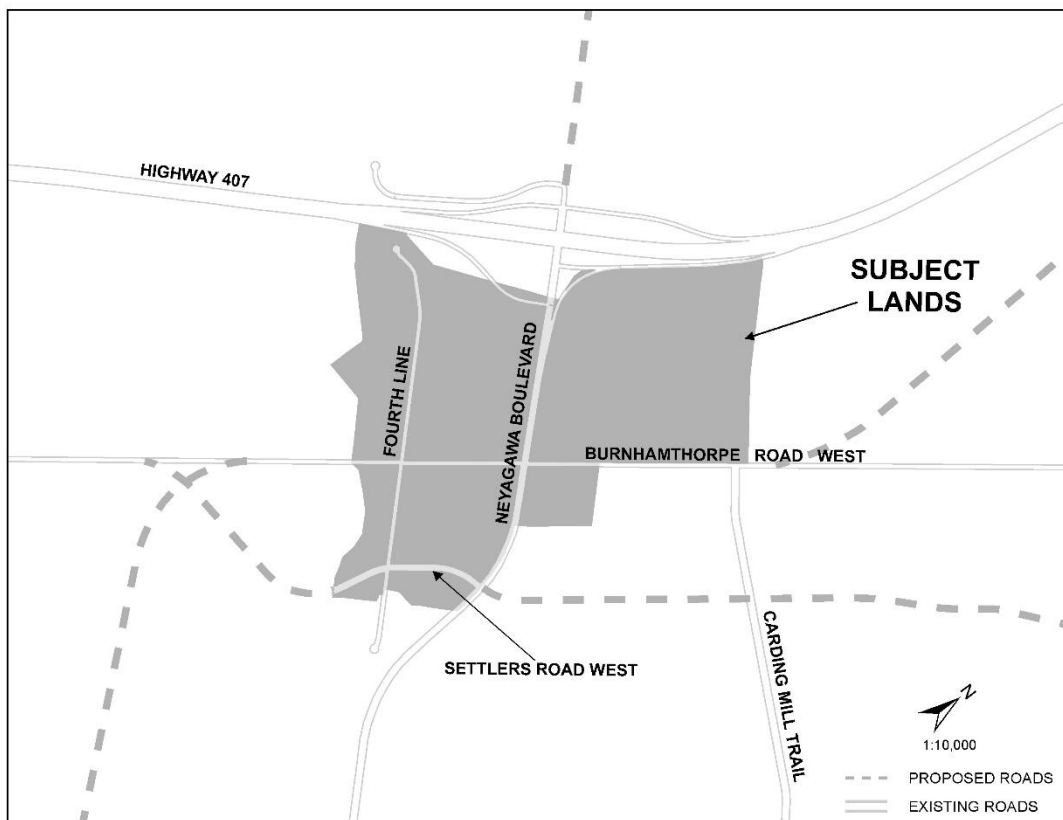
Details of the Proposed Official Plan Amendments

There are two proposed OPAs to implement the findings of the NUC Review affecting the land shown in Figure 12:

- OPA 326 that applies to the Neyagawa Urban Core in the North Oakville East Secondary Plan, and
- OPA 45 that applies to the A1 Urban Structure schedule of the Livable Oakville Plan.

The proposed OPAs are attached as Appendix A to this report.

Figure 12. Lands affected by OPA 326 and OPA 45



Updates to land use policies governing the NUC Area have the intent of enabling development of this SGA as a higher order transit supportive, mixed use, complete community.

The purpose of the proposed official plan amendments is to identify the NUC Area boundary for the purposes of updating land use policies, and clarify its role as a SGA within the town-wide urban structure for growth management. The OPAs incorporate updated Figures and policies for those lands into the North Oakville East Secondary Plan, under the 1984 Oakville Official Plan, as amended; and revising Schedule A1 – Urban Structure of the Livable Oakville Plan.

The effect of the proposed OPA 326 to the 1984 Oakville Official Plan’s North Oakville East Secondary Plan will be to:

- update schedules (maps) to identify the NUC strategic growth area and designate the lands as “Neyagawa Urban Core Area”
- provide area-specific land use policies to support the creation of a transit-supportive, complete community that includes a mix of high density residential, commercial and institutional uses with a 12-storey maximum building height
- provide area-specific functional and implementation policies to enable and guide redevelopment consistent with the above, which address matters including urban design, transportation, stormwater management, district energy, and parkland dedication

The effect of the proposed OPA 45 to the Livable Oakville Official Plan will be to change the NUC from “Nodes and Corridors for Further Study” to “Nodes and Corridors” on Schedule A1 – Urban Structure.

The proposed official plan amendments will result in revisions to the following parts of the North Oakville East Secondary Plan:

- Section 7.3.2 Urban Core
- Section 7.5.16 Community Design Strategy
- Section 7.6.6 Neyagawa Urban Core Area
- Figure NOE 1 Community Structure
- Figure NOE 2 Land Use Plan
- Appendix 7.3 Master Plans.

The proposed official plan amendments will also result in revision to the following part of the Livable Oakville Plan:

- Schedule A1 – Urban Structure.

The proposed OPAs will create a framework for planning the NUC in a manner that will support a future 407 Transitway station.

The proposed amendments will also bring policies in the North Oakville East Secondary Plan into conformity with ROPA 48 (and dROPA 49) insofar as relates to the NUC. As relates to the latter, the proposed OPAs will implement conversion of Employment Area lands by removing the regional Employment Area designation.

The OPAs establish a mix and density of permitted uses necessary to enable the development of the NUC with a critical mass of residents and jobs to support a 407 Transitway station, recognizing the important role of the NUC within the Region's transportation and mobility network.

Future official plan amendments may be undertaken following provincial approval of the region's draft ROPA 49 in order to among other matters, identify the NUC as Primary Regional Node, establish a target population to employment ratio and set a minimum persons and jobs per hectare density target for the node.

The proposed OPAs take into account existing development and current planning applications within the NUC area. In particular, the OPAs acknowledge the proposed Sherborne Lodge and Remington/ENO applications currently under review by the town and discussed earlier in this report.

The particulars of the proposed amendments are discussed in greater detail below:

- The proposed OPAs revise existing policies within the North Oakville East Secondary Plan and updates a number of land use schedules to reflect the new proposed boundary of the NUC Area and revised Employment District within the NOESP area.
- A revised policy Section 7.3.2 Community Structure, Urban Core – updates the Urban Core policies to remove the reference to the NUC as a secondary node.
- Policy Section 7.5.13 Community Design Strategy, Urban Core Areas, Interim Uses & Phased Development – is revised to include reference to the Dundas Urban Core Area and NUC Area as relates to the Core Areas being the locations for mixed use and highest densities of development within North Oakville.

-
- Policy Section 7.5.16 Community Design Strategy, Neyagawa Urban Core – is revised to indicate the intention of the Neyagawa Urban Core as a higher order transit supportive mixed use area, and to add emphasis to the encouragement of mixed use development throughout the NUC Growth Area.
 - Policy Section 7.5.16 Community Design Strategy, Neyagawa Urban Core – A new subsection c) identifies the NUC as Nodes and Corridors in the town-wide Urban Structure and as an SGA that is planned to be a focus for mixed use development and intensification.
 - A revised policy Section 7.6.6.1 Land Use Strategy, Neyagawa Urban Core Area, Purpose – updates the purpose statement to identify the Neyagawa Urban Core as a Growth Area within the town-wide urban structure.
 - Section 7.6.6.1 is also updated to revise the intent of the of NUC area to create a mixed use, complete community with densities that support higher order transit, including a 407 Transitway station.
 - A revised policy Section 7.6.6.2 1 Land Use Strategy, Neyagawa Urban Core Area, Permitted Uses, Buildings and Structures – expands the explicitly stated range of permitted uses, to include a wide range of retail and service commercial uses, including restaurants, commercial schools, major office, offices, medium and high density residential uses, and related public uses such as urban squares, places of entertainment, indoor sports facilities, and hotels.
 - New subsections to policy Section 7.6.6.3 Land Use Strategy, Area Functional Policies – added to address and/or clarify policies related to Transportation, Parking, Stormwater Management and District Energy.
 - A new policy Section 7.6.3.3.4 – addresses Urban Design.
 - Revisions to policy numbering of Section 7.6.6.3 to 7.6.6.5 Land Use Strategy, Neyagawa Urban Core Area, Land Use Policies – are proposed to reflect policy insertions (re: numbering) and to permit a mix of uses with a range of height and densities sufficient to support higher order transit, including:
 - a minimum building height of 3 storeys for lands abutting and to the north of Burnhamthorpe Rd.; and
 - a maximum building height of 12 storeys throughout the NUC area.
 - A new policy Section 7.6.6.6 – addresses Cultural Heritage.
 - A new policy Section 7.6.6.7 – addresses Parkland Dedication.

- A new policy Section 7.6.6.7 – addresses Implementation matters.
- Proposed mapping changes would update the land area of the NUC, increasing the size of the designation in order to ensure a sufficient threshold of population and employment to support higher order transit. The land area of the NUC would be updated on:
 - Figure NOE 1 Community Structure;
 - Figure NOE 2 Land Use Plan;
 - Appendix 7.3 Master Plan.
- OPA 45 proposes a revision to Schedule A1 – Urban Structure of the Livable Oakville Plan, to update the NUC boundary and to remove the “node for further study” indication.

Conclusion

The NUC Review and resulting proposed official plan amendments which form part of the town’s broader Official Plan Review, look to advance planning for the NUC in a manner that will enable creation of a higher order, transit supportive, mixed use and complete community by establishing an SGA boundary for the NUC and policy directions to guide future development.

Proposed OPA 326 and OPA 45 are attached in Appendix A to this report and are based on the findings of the NUC Review, including input obtained through key stakeholder and public engagement.

Key outcomes of the study informing the proposed OPAs include: establishing an SGA boundary for updating the NUC Area mapping, and updated policies for guiding development in the NUC with an appropriate mix of land uses, and scale and intensity necessary to support a future 407 Transitway station at Neyagawa Boulevard and Highway 407.

This report and meeting are intended to satisfy the statutory Public Meeting requirements of the *Planning Act*, and provide Council the opportunity to hear public delegations on the proposed OPA, ask questions of clarification and identify planning matters to be considered.

Next Steps

Comments from the public, town departments, and external agencies will be received and may result in refinements to the proposed OPAs before they are recommended for adoption by Council at a future Planning and Development Council meeting.

Town staff will continue to work in consultation with the region to ensure an appropriate growth distribution for the NUC sufficient to support the 407 Transitway Station.

Following adoption by Council, the OPAs would be submitted to Halton Region for review and final approval as Halton Region is the town's approval authority on this matter.

CONSIDERATIONS:

(A) PUBLIC

The proposed OPA was available for review at www.oakville.ca on or before April 27, 2022. Notice of the Statutory Public Meeting was published in the Oakville Beaver on April 21, 2022.

Additional notices were mailed to property owners within the Neyagawa Urban Core, required agencies as well as Residents and Community Associations.

(B) FINANCIAL

There are no financial implications arising from this report.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

Due to timing constraints, the proposed official plan amendments had a limited internal circulation for preliminary review. Matters to be addressed and further refinements to the policies will come from a more in depth review following the statutory public meeting.

(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 provides an important framework for addressing climate change. The NUC is planned as a higher order transit-supportive, mixed use, medium and high density and 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 employment land conversion in the NUC also enables 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. The proposed OPAs have been prepared to provide opportunities to increase the resilience of land uses and to reduce the impact of land use planning on climate change.

APPENDICES:

Appendix A Draft By-Law 2022-XX - Draft Official Plan Amendments -
Neyagawa Urban Core

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