

# Appendix C – Applicant’s Proposed Official Plan Amendment

**Official Plan Amendment Number \_\_\_\_**  
**to the North Oakville East Secondary Plan**  
forming part of the Official Plan of the Oakville Planning Area  
of the Town of Oakville

## **Constitutional Statement**

The details of the Amendment, as contained in Part 2 of this text, constitutes Amendment Number \_\_\_\_ to the North Oakville East Secondary Plan forming part of the Official Plan of the Oakville Planning Area.

## **Part 1 – The Preamble**

### **1. Purpose**

The purpose of the proposed Official Plan Amendment is to modify the schedules of the North Oakville East Secondary Plan to convert the subject property from Employment District to Neyagawa Urban Core, and to modify the text to permit a mix of uses with heights from 2 to 16 storeys.

### **2. Location**

The site subject to this Official Plan Amendment is legally known as Part of Lot 20, Concession 2, N.D.S. The property comprises an area of 11.28 hectares on the west side of Neyagawa Boulevard, between Burnhamthorpe Road West (Future William Halton Parkway) and Highway 407.

### **3. Basis**

- On September 27, 2017, Council adopted Official Plan Amendment 15 (By-law 2017-079) that introduced a new Section 3 – Urban Structure and Schedule A1 – Urban Structure into the town’s Official Plan, the Livable Oakville Plan, designating the subject lands as a node for future study.
- The Town of Oakville is undertaking a Neyagawa Urban Core Review as part of the Official Plan Review to delineate a boundary and mix of uses for this Strategic Growth Area.
- Region of Halton Official Plan Amendment 49 removed the ‘Employment Area’ overlay from the subject lands to allow the lands to be developed with a mix of uses at transit supportive densities within the Strategic Growth Area designation.
- The Town of Oakville Neyagawa Urban Core – Background and Preliminary Directions, October 4, 2021 staff report to Council 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 preliminary report confirmed the subject lands provide an opportunity for a mixed-use complete community.
- The proposed development has regard for matters of provincial interest, does not conflict with all applicable provincial plans and the Region of Halton Official Plan, and is in keeping with proposed amendments to the North Oakville East Secondary Plan as drafted by the Town of Oakville.
- A statutory public meeting on the proposed Official Plan Amendment was held on [REDACTED].
- The proposed medium and high density residential and mixed use development are uses permitted in the Neyagawa Urban Core.
- A Traffic Impact Analysis has confirmed that the traffic generated by the proposed development can be accommodated on the existing and planned road network.
- An Urban Design Brief demonstrates compatibility with the objectives of the North Oakville Urban Design and Open Space Guidelines.
- The property is located at Neyagawa Boulevard and future William Halton Parkway, with Secondary Transit Corridor Service.
- The proposed density of the development is transit supportive and contributes to the overall objective to reduce reliance on vehicle trips in North Oakville.
- Detailed regulations to implement the proposed development have been established through the associated site-specific Zoning By-law Amendment.

**Part 2 – The Amendment**

**A. Text Changes**

The amendment includes the changes to the text of the North Oakville East Secondary Plan listed in the following table. Text that is **bolded and underlined** is new text to be inserted into the North Oakville East Secondary Plan.

Item No.	Section	Description of Change
1.	<b>7.6.18</b> EXCEPTIONS	<b><u>Insert new policies as follows:</u></b>  <b><u>7.6.18.XXX Part of Lot 20, Concession 2</u></b>

- a) The policies of 7.6.6 NEYAGAWA URBAN CORE AREA shall apply to the subject lands, except where amended by the policies below.
- b) Notwithstanding Section 7.6.6.1 Purpose, the intent of this Area is to create a mixed use, complete community with densities that support higher order transit, including the 407 Transitway, while permitting the provision of convenience commercial, institutional and employment uses to serve adjacent neighbourhoods, as well as related residential development.
- c) Notwithstanding Section 7.6.6.2 Permitted Uses, Buildings and Structures,
  - a. A full range of retail and service commercial uses, including institutional uses, commercial schools, major offices, offices, small lot single detached dwellings, medium and high density residential uses, entertainment uses, recreational uses, and hotels may be permitted on the subject lands, (24T-XXXXX), Part of Lot 20, Concession 2, NDS.
  - b. Both mixed use and single use buildings shall be permitted.
  - c. A maximum of 10% of the total number of units may be small lot single detached dwellings.
  - d. Retail and service commercial uses are encouraged on the ground floor of mixed use buildings that directly front a public street.
  - e. The size and location of uses shall be determined through the development process and regulated by the implementing zoning.
- d) Notwithstanding Section 7.6.6.3 Land Use Policies,
  - a. The highest development densities shall be focused along Neyagawa Boulevard, north of Burnhamthorpe Road West (and/or future William Halton Parkway, as applicable).
  - b. A mix of uses shall be permitted in the Neyagawa Urban Core Area with a range of heights and densities to support higher order transit.
  - c. Density
    - i. Until Halton Region establishes a minimum planned density and a target ratio of population to employment for the Neyagawa Urban Core Area, development shall be planned to achieve higher order transit-supportive densities as established in Provincial guidelines.
    - ii. No maximum floor-space index shall apply.
  - d. Building Heights
    - i. For lands abutting and to the north of Burnhamthorpe Road West (and/or future William

Halton Parkway, as applicable), a minimum height of two storeys is encouraged.

- ii. A maximum height of 16 storeys shall be permitted.
- iii. Where a development represents a transition between different land use designations or housing forms, a gradation in building height shall be used to achieve a transition in height from adjacent development.

**e) Transportation:**

- a. Development should be accommodated by the existing and planned transportation system.
- b. Where it is demonstrated that a public road is not warranted, development through plans of condominium on private roads may be permitted, provided all required services are appropriately accommodated and all applicable policies of this Plan are satisfied.
- c. The location of roads will be determined through draft plans of subdivision, condominium plans, detailed stormwater management and/or functional servicing studies, to the satisfaction of the Town.
- d. Parking
  - i. Within the Neyagawa Urban Core Area, structured parking, both above ground and underground, should be provided where feasible.
  - ii. Above ground parking structures should be integrated with development, and shall be appropriately sited and screened, including appropriate landscaping, to the satisfaction of the Town. Active uses at-grade should be provided within parking structures that face a public street.
  - iii. Where surface parking is provided, the portion of a lot used for commercial and visitor surface parking should be appropriately sited and screened to minimize the view of the parking from the street.
- e. Pedestrian facilities shall be required to link lots and blocks within the Neyagawa Urban Core. Pedestrian facilities shall provide linkages between buildings, urban squares, adjacent sites, surrounding areas, public streets - particularly those with transit routes - and the general pedestrian system in surrounding communities.
- f. In addition to the policies in Section 7.5.4 i), pedestrian and cycling facilities will be required to be incorporated in the Neyagawa Urban Core through development proposals and upgrades to existing roads by the Town of Oakville and to have regard for the implementation guidelines set out in the Active Transportation Master Plan, including appropriate signage and infrastructure, such as bicycle racks and bicycle lockers.

**f) Stormwater Management:**

- a. Development within the Neyagawa Urban Core shall be required to implement stormwater management techniques in accordance with the policies of this Plan, and to the satisfaction of the Town and Conservation Authority.
- b. Stormwater management shall not increase flood risk to any other lands.
- c. Best management practices, including low impact development, should be in accordance with an approved EIR.
- d. Changes to the location of the stormwater management facilities identified on Appendix 7.3 may be permitted without amendment to this Plan, subject to the policies of this plan.
- e. An Environmental Implementation Report (EIR) shall be prepared based on the subcatchment area for the Neyagawa Urban Core, as identified on Appendix 7.2, Subcatchment Areas, to the satisfaction of the Town.

**g) Urban Design:** Development shall be designed in accordance with the design direction provided in Section 7.2.3.4 and Section 7.5.3 of this Plan, and the Livable by Design Manual.

**h) Cultural Heritage:** Proposed development within the Neyagawa Urban Core shall be reviewed by the Town to ensure consistency with policies contained in Section 7.4.14.

**i) Parkland Dedication:** The Town shall require parkland dedication in accordance with Section 7.7.4.5.

**j) Implementation**

- a. Development in the NUC will be coordinated with the availability of required infrastructure, included but not limited to future transportation network improvements and water and wastewater services.
- b. Initial phases of development shall not preclude the achievement of a compact, pedestrian-oriented and transit- supportive urban form.

**k) Public Realm**

- a. The public realm, comprised of public streets, urban squares, promenades, and connecting links as outlined in the Town's Parks Plan, shall be designed to create a desirable place for residents, workers, and visitors.
- b. The public realm shall incorporate accessible, interconnected, and predictable pedestrian-oriented spaces and routes that enhance walkability and other active transportation year-round, reinforce the surroundings, and provide quality spaces for public life.
- c. The locations and delivery of urban squares, promenades, connecting links, and other open spaces shall be coordinated and delivered as development progresses to

		<p><u>ensure that these amenities are provided for residents and employees in a timely manner.</u></p> <p>d. <u>Urban squares, promenades, connecting links, and other open spaces shall be designed, maintained, and operated as:</u></p> <ul style="list-style-type: none"> <li>i. <u>Flexible spaces that are passive in programming and oriented to urban activities that occur throughout the day and year-round;</u></li> <li>ii. <u>Places designed to complement the built form and public realm, and incorporate hardscapes, softscapes, tree plantings, furnishings, context sensitive lighting, and other urban amenities; and,</u></li> <li>iii. <u>An integral part of the public realm by providing convenient active transportation routes and places to gather and facilitate public activity.</u></li> </ul> <p>e. <u>Urban squares, promenades, connecting links, and other open spaces may be provided in a variety of ownerships to be determined during the development approval process. Ownership options as outlined in the Town’s Parks Plan include:</u></p> <ul style="list-style-type: none"> <li>i. <u>Fee simple ownership;</u></li> <li>ii. <u>Strata ownership;</u></li> <li>iii. <u>Privately owned public spaces (POPS); and</u></li> <li>iv. <u>Use Agreements/Easements.</u></li> </ul>

**B. Schedule Changes**

The amendment includes the changes to the figures of the 1984 Oakville Official Plan’s North Oakville East Secondary Plan as indicated in the following table and shown in **Attachment 1**. The changes are limited to the lands indicated on the figures.

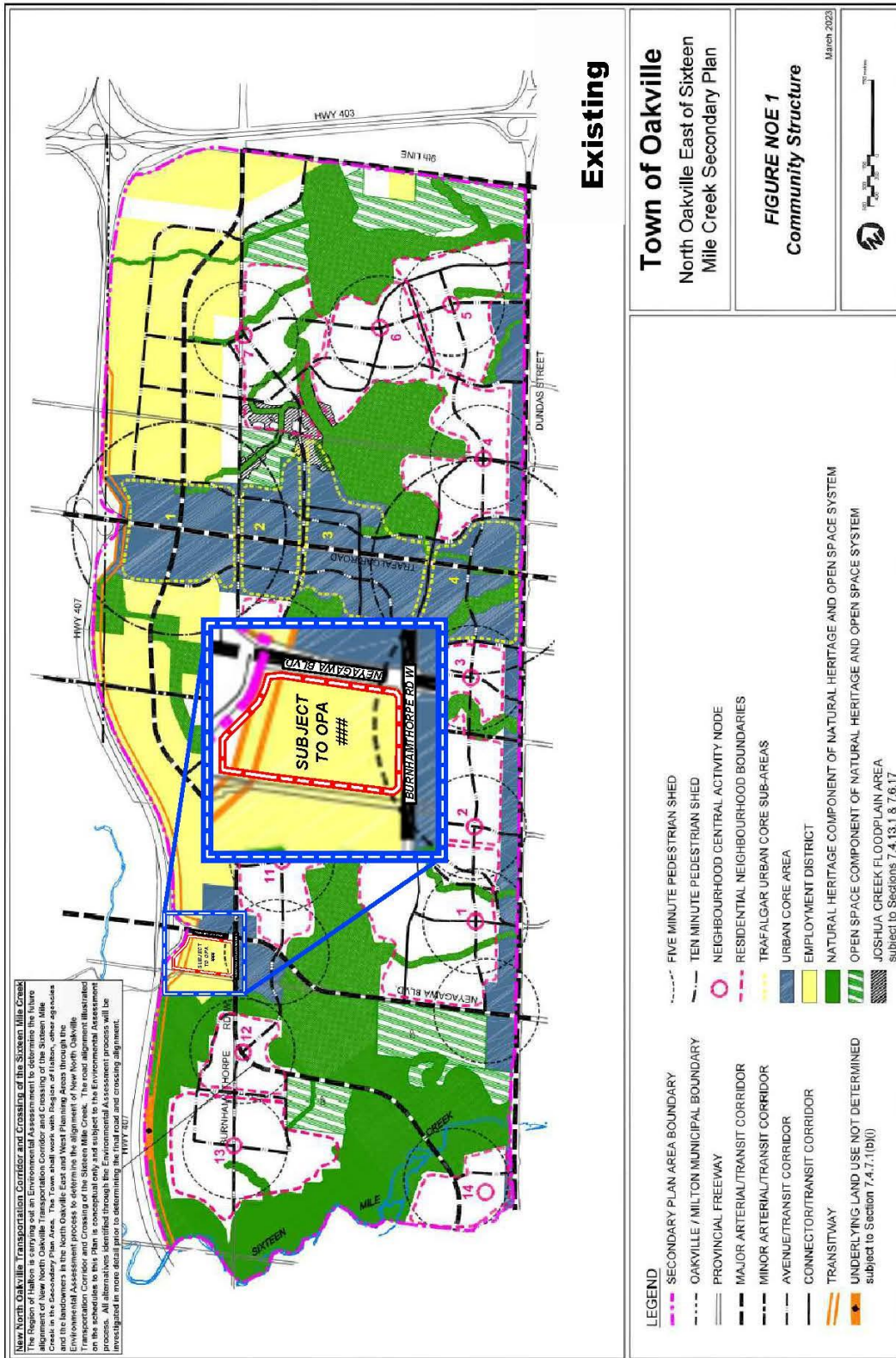
Item No.	Figure	Description of Change
1.	North Oakville East Secondary Plan, Figure NOE1, Community	Delete the Existing Figure and replace it with the Proposed Figure as shown in Attachment 1.
2.	North Oakville East Secondary Plan, Figure NOE2, Land Use Plan	Delete the Existing Figure and replace it with the Proposed Figure as shown in Attachment 1.

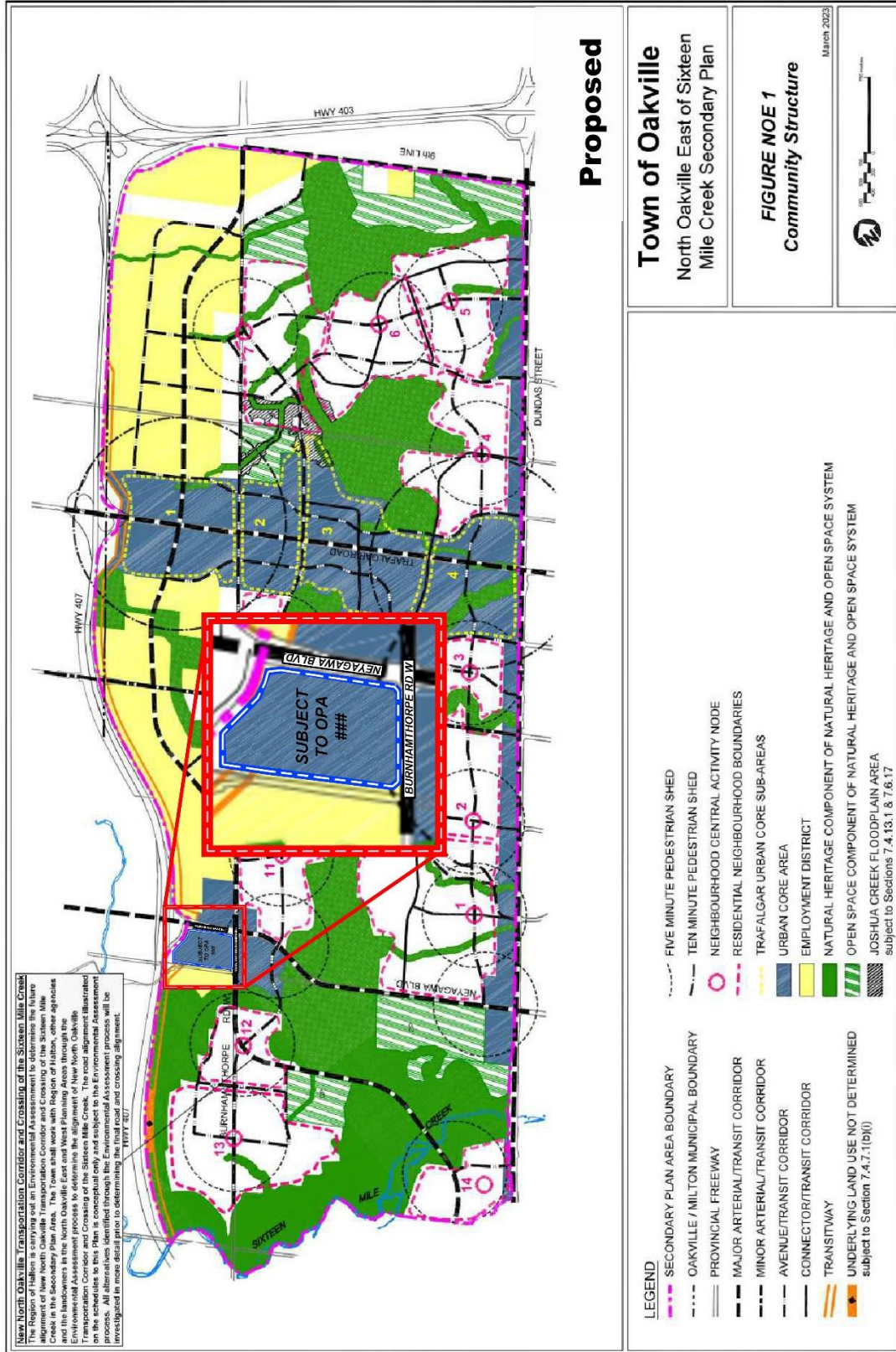
3.	North Oakville East Secondary Plan, Appendix 7.3, North Oakville Master Plan	Delete the Existing Appendix 7.3 and replace it with the Proposed Appendix 7.3 as shown in Attachment 1.
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**Attachment 1 to OPA ### to the 1984 Official Plan**

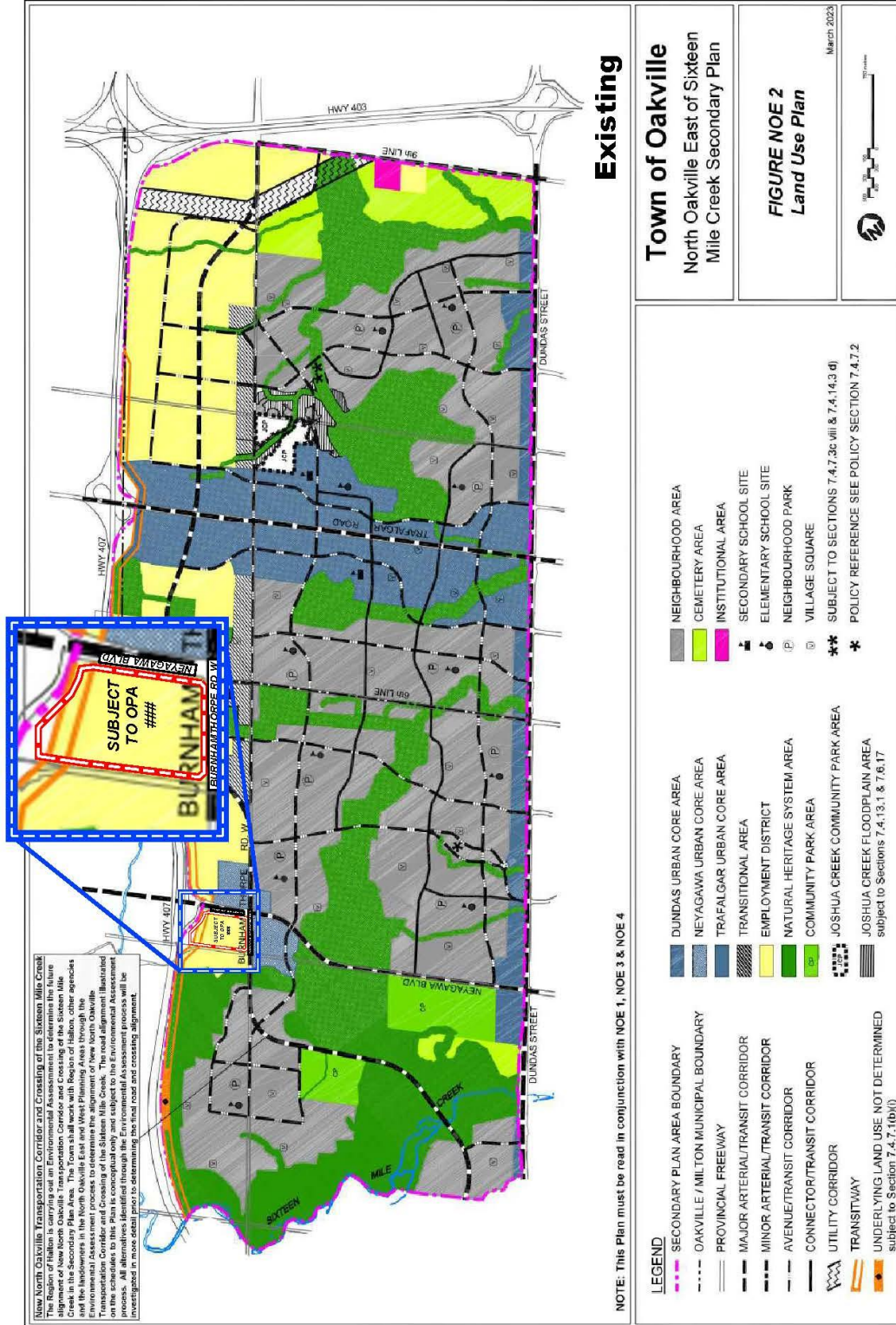
**Changes to the Figures of the 1984 Oakville Official Plan's North  
Oakville East Secondary Plan**

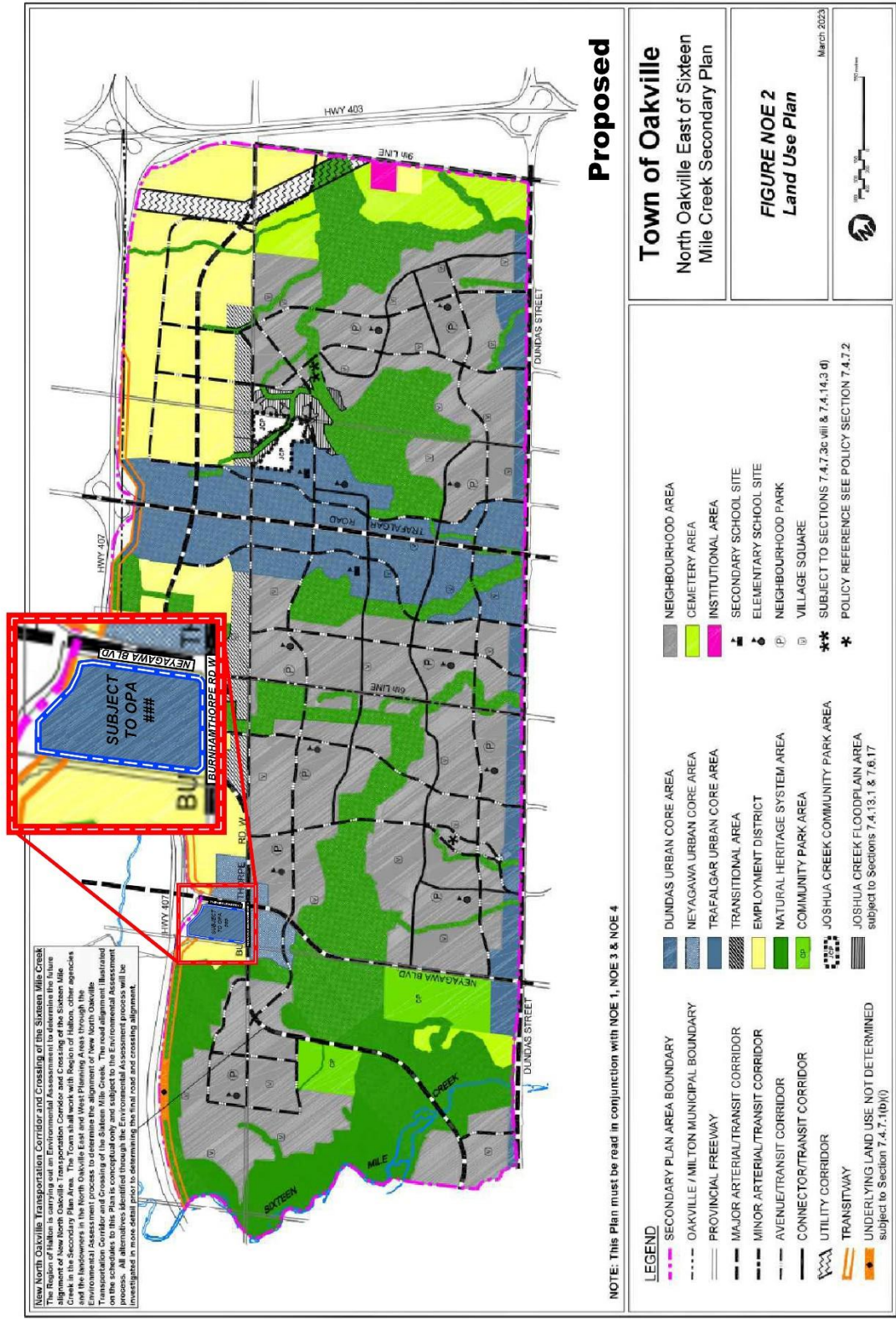












**New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek**  
 The proposed alignment of the Sixteen Mile Creek Transportation Corridor and Crossing of the Sixteen Mile Creek in the Secondary Plan Area. The Town shall work with Region of Halton, other agencies and the landowners in the North Oakville East and West Planning Areas through the Transportation Corridor and Crossing of the Sixteen Mile Creek. The road alignment illustrated on the schedules to this Plan is conceptual only and subject to the Environmental Assessment process. All alternatives identified through the Environmental Assessment process will be investigated in more detail prior to determining the final road and crossing alignment.

**Proposed**

**Town of Oakville**  
 North Oakville East of Sixteen Mile Creek Secondary Plan

**FIGURE NOE 2**  
**Land Use Plan**

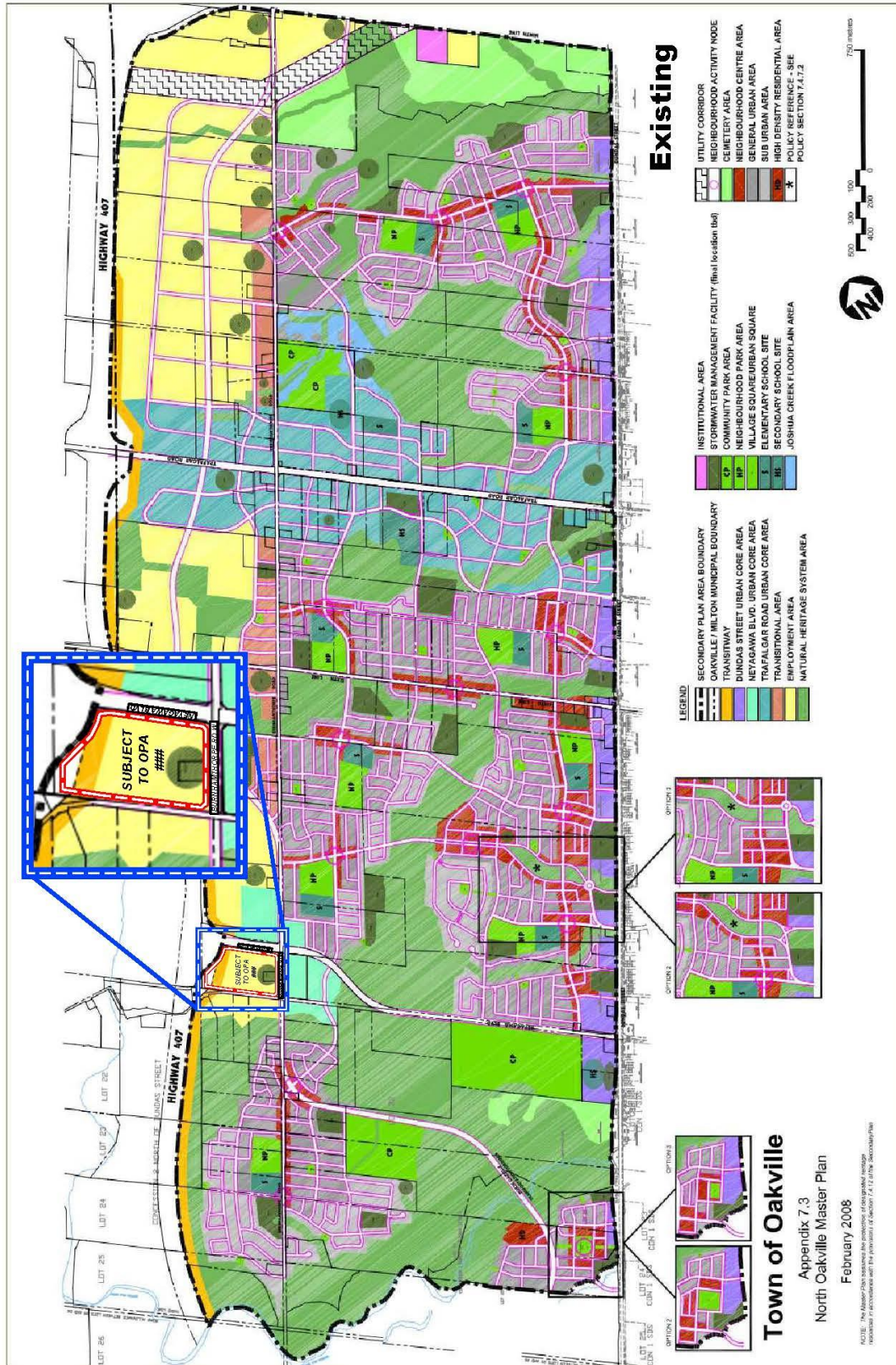
March 2023



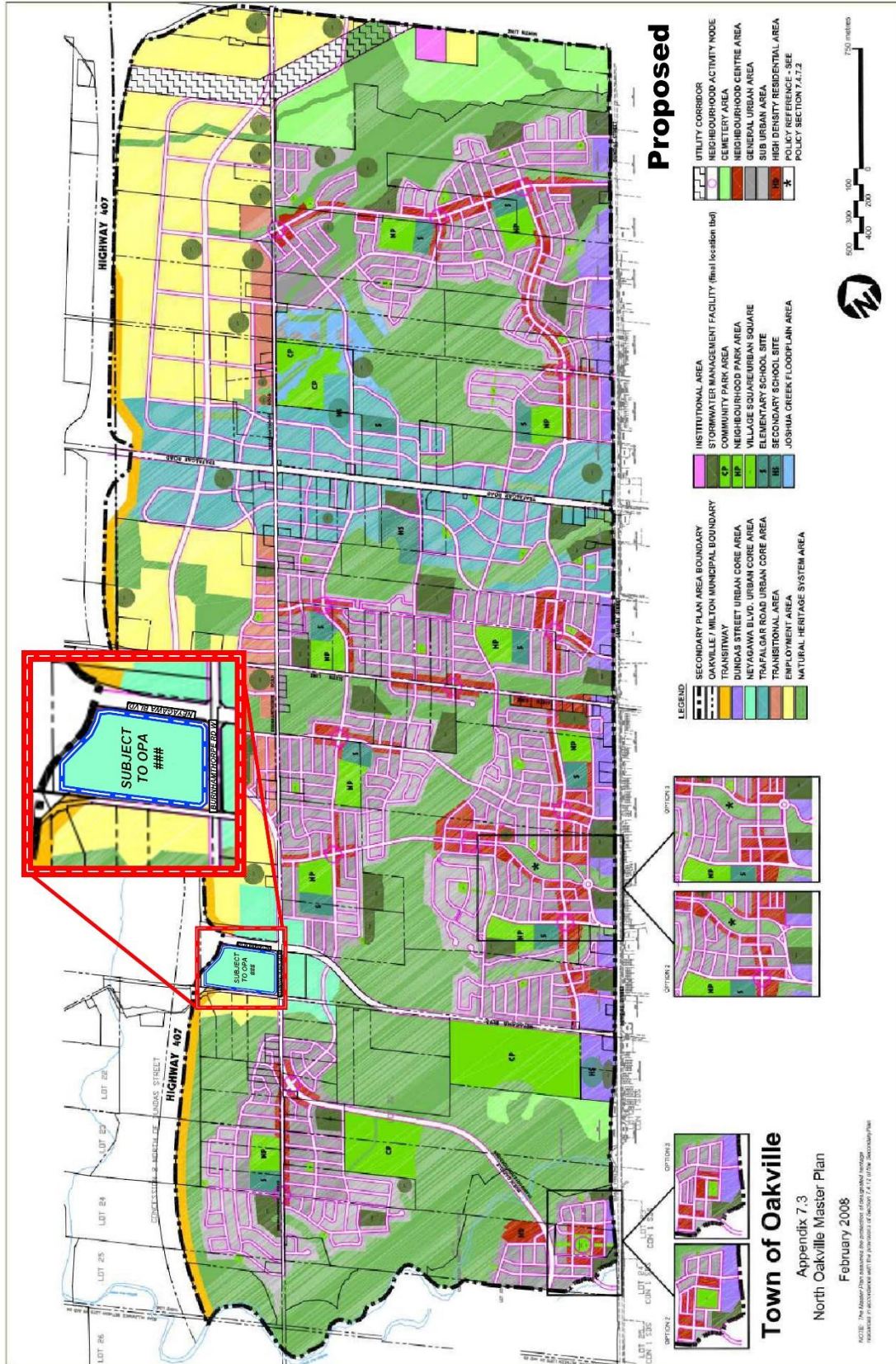
- LEGEND**
- SECONDARY PLAN AREA BOUNDARY
  - - - - OAKVILLE / MILTON MUNICIPAL BOUNDARY
  - PROVINCIAL FREEWAY
  - MAJOR ARTERIAL/TRANSIT CORRIDOR
  - MINOR ARTERIAL/TRANSIT CORRIDOR
  - AVENUE/TRANSIT CORRIDOR
  - CONNECTOR/TRANSIT CORRIDOR
  - UTILITY CORRIDOR
  - TRANSITWAY
  - UNDERLYING LAND USE NOT DETERMINED subject to Section 7.4.7.7.(f)(ii)
  - DUNDAS URBAN CORE AREA
  - NEYAGAWA URBAN CORE AREA
  - TRAFALGAR URBAN CORE AREA
  - TRANSITIONAL AREA
  - EMPLOYMENT DISTRICT
  - NATURAL HERITAGE SYSTEM AREA
  - COMMUNITY PARK AREA
  - JOSHUA CREEK COMMUNITY PARK AREA
  - JOSHUA CREEK FLOODPLAIN AREA subject to Sections 7.4.13.1 & 7.6.17
  - NEIGHBOURHOOD AREA
  - CEMETERY AREA
  - INSTITUTIONAL AREA
  - SECONDARY SCHOOL SITE
  - ELEMENTARY SCHOOL SITE
  - NEIGHBOURHOOD PARK
  - VILLAGE SQUARE
  - \*\* SUBJECT TO SECTIONS 7.4.7.3c will & 7.4.14.3 d)
  - \* POLICY REFERENCE SEE POLICY SECTION 7.4.7.2

NOTE: This Plan must be read in conjunction with NOE 1, NOE 3 & NOE 4









**Appendix “C” to By-law 2024-###**

**Official Plan Amendment Number ## to the  
Livable Oakville Official Plan**

**Constitutional Statement**

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number ## to the Livable Oakville Official Plan.

**Part 1 – Preamble**

**A. Subject Lands**

The proposed Official Plan Amendment (OPA) relates to the property located northwest of the intersection of Neyagawa Boulevard and Burnhamthorpe Road West (Future William Halton Parkway) as identified in **Appendix “1”** .

**B. Purpose and Effect**

The purpose of the proposed OPA is to update Schedule A1, Urban Structure, to the Livable Oakville Plan to expand the Neyagawa Urban Core Area to include the subject property as defined through the Neyagawa Urban Core Review as “Nodes and Corridors.” The effect of this change will be that this area will become a strategic growth area within the town’s land use planning framework. The Neyagawa Urban Core Area is being planned to accommodate medium and high density, mixed use development over the long term as proposed by OPA ### to the 1984 Official Plan’s North Oakville East Secondary Plan Area.

**C. Background and Basis**

- The Neyagawa Urban Core is an element identified in the urban structure as a “Node for Further Study” as shown in Appendix B. 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 Neyagawa Urban Core Review addressed the need for further study and has resulted in proposed policy and mapping updates to the North Oakville East Secondary Plan and Livable Oakville Official Plan.
- Two OPAs are required to reflect the changes. The draft OPAs contain new and

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updated policies for the NUC that would enable development of a mixed use, higher order transit supportive, complete community that is responsive to the climate emergency by focusing on transit oriented, higher density mixed use development. The OPAs also propose to change the boundary of the Neyagawa Urban Core Area and re-designate the subject lands within the A1 – Urban Structure Schedule of Livable Oakville from “Node for Further Study” to Neyagawa Urban Core Area.

## **Part 2 – The Amendment**

Delete the existing Schedule A1, Urban Structure, and replace it with the proposed Schedule A1, Urban Structure, as shown in Attachment 1 to this OPA to identify the Neyagawa Urban Core Area as “Nodes and Corridors.”






























**Attachment 1 to OPA ## to the Livable Oakville Official Plan Changes to  
Schedule A1, Urban Structure**



## Appendix A Livable Oakville Plan, Schedule A1, Urban Structure

### SCHEDULE A1 URBAN STRUCTURE

**LEGEND**

-  PARKWAY BELT
-  GREENBELT
-  GREENBELT - URBAN RIVER VALLEY
-  NATURAL HERITAGE SYSTEM
-  PARKS OPEN SPACE & CEMETERIES
-  WATERFRONT OPEN SPACE
-  NODES AND CORRIDORS
-  EMPLOYMENT AREAS
-  MAJOR COMMERCIAL AREAS
-  RESIDENTIAL AREAS
-  MAIN STREET AREA
-  EMPLOYMENT MIXED USE CORRIDOR
-  REGIONAL TRANSIT NODE
-  PROPOSED REGIONAL TRANSIT NODE
-  NODES AND CORRIDORS 2
-  NON-FUTURE STUDY
-  MAJOR TRANSPORTATION CORRIDOR 3
-  TRANSFER POINT CORRIDOR
-  REGIONAL TRANSIT PRIORITY CORRIDOR
-  MOBILITY LINK
-  MAJOR ACTIVE TRANSPORTATION CONNECTIONS
-  SCENIC CORRIDOR
-  UTILITY CORRIDOR
-  PROVINCIAL PRIORITY TRANSIT CORRIDOR
-  MAJOR TRANSIT STATION
-  HERITAGE CONSERVATION DISTRICTS 4
-  CULTURAL HERITAGE LANDSCAPES

NOTE 1: This Schedule does not represent land use designations.  
 NOTE 2: The map is intended to provide a general overview of the Urban Structure and is not intended to be used for site-specific planning or development.  
 NOTE 3: Transportation corridors, with the exception of Provincial Priority Transit Corridors, are shown as conceptual routes including transit, pedestrian and bicycle facilities.  
 NOTE 4: Heritage Conservation Districts and cultural heritage landscapes are designated under the Ontario Heritage Act and are shown as conceptual areas. Additional Heritage Conservation Districts and cultural heritage landscapes may be added to Schedule A1, Urban Structure.

1:50,000  
August 31, 2021

