

Neyagawa Urban Core Review

Proposed Official Plan Amendments

Statutory Public Meeting



Agenda Item 6.2

Planning and Development Council

November 25, 2024

If you are watching the live stream of this meeting, and you wish to speak to this item, please call **905-815-6095**.

We will connect you to the meeting, and you will be called on to speak following the registered delegations.

Agenda

- Summary of Recommendation
- Study location
- Timeline
- Policy context
- Introduction of proposed OPAs
- Summary of the review and specific topics
- Policy conformity
- Next steps
- Recommendation

Summary of Recommendation

- Report be received
- Comments from the Public and Council on the proposed OPAs be received
- Forward the Public Meeting Report to the Ministry of Transportation, Halton Region, Town of Milton and NOCBI to support the implementation of the 407 Transitway station at Neyagawa Boulevard and Highway 407

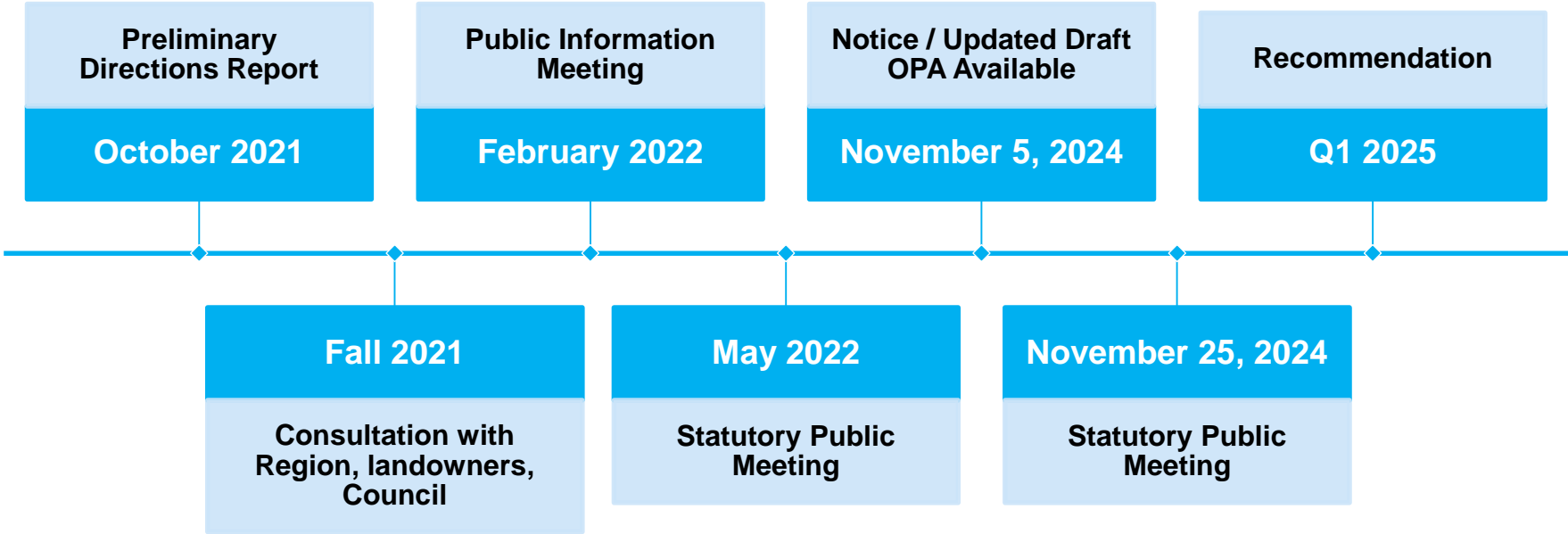
Study Area Location



Study Area Boundary



Timeline



Policy and Planning Context

Province of Ontario

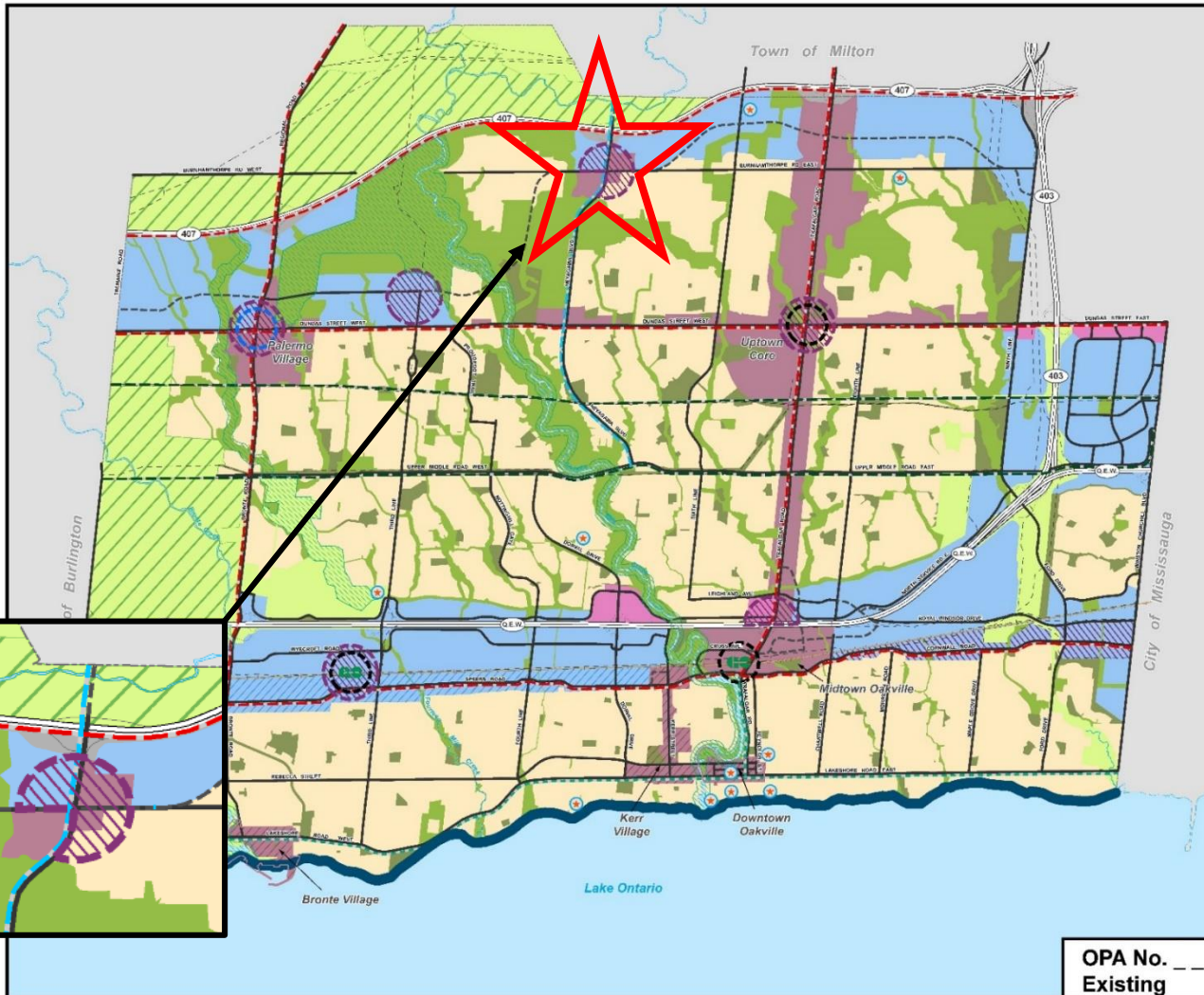
- *Planning Act*
- Provincial Planning Statement, 2024

Town of Oakville

- Halton Region Official Plan
- Town of Oakville Official Plan
 - North Oakville East Secondary Plan
 - Livable Oakville



Town-Wide Urban Structure



OPA No. ___
Existing

SCHEDULE A1 URBAN STRUCTURE OPA No. 15

LEGEND¹

- 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

NODES AND CORRIDORS² FOR FURTHER STUDY

- PROPOSED MAJOR TRANSPORTATION 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: In addition, the south side of Dundas is recognized as having the potential for intensification subject further study to more precisely delineate the extent of such areas
 NOTE 3: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycle facilities
 NOTE 4: Heritage Conservation Districts and cultural heritage landscapes are elements of the urban structure. As additional Heritage Conservation Districts and cultural heritage landscapes are protected and registered under the Ontario Heritage Act, they shall be added to Schedule A1, Urban Structure

1:50,000
April 17, 2018

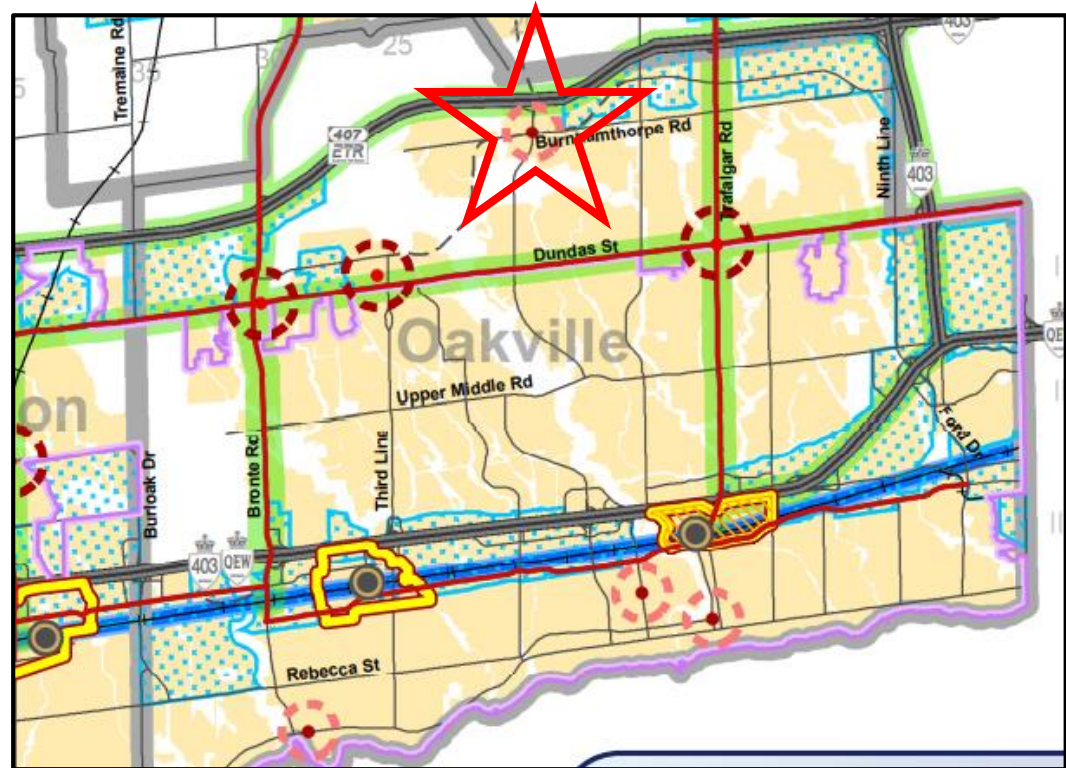


Provincial Planning Statement, 2024

- Strategic Growth Area:
 - means within settlement areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher density mixed uses in a more compact built form

Regional Official Plan

- ROPA 48 and 49:
 - established Neyagawa Urban Core as Primary Regional Node / Strategic Growth Area
 - Regional employment area conversion

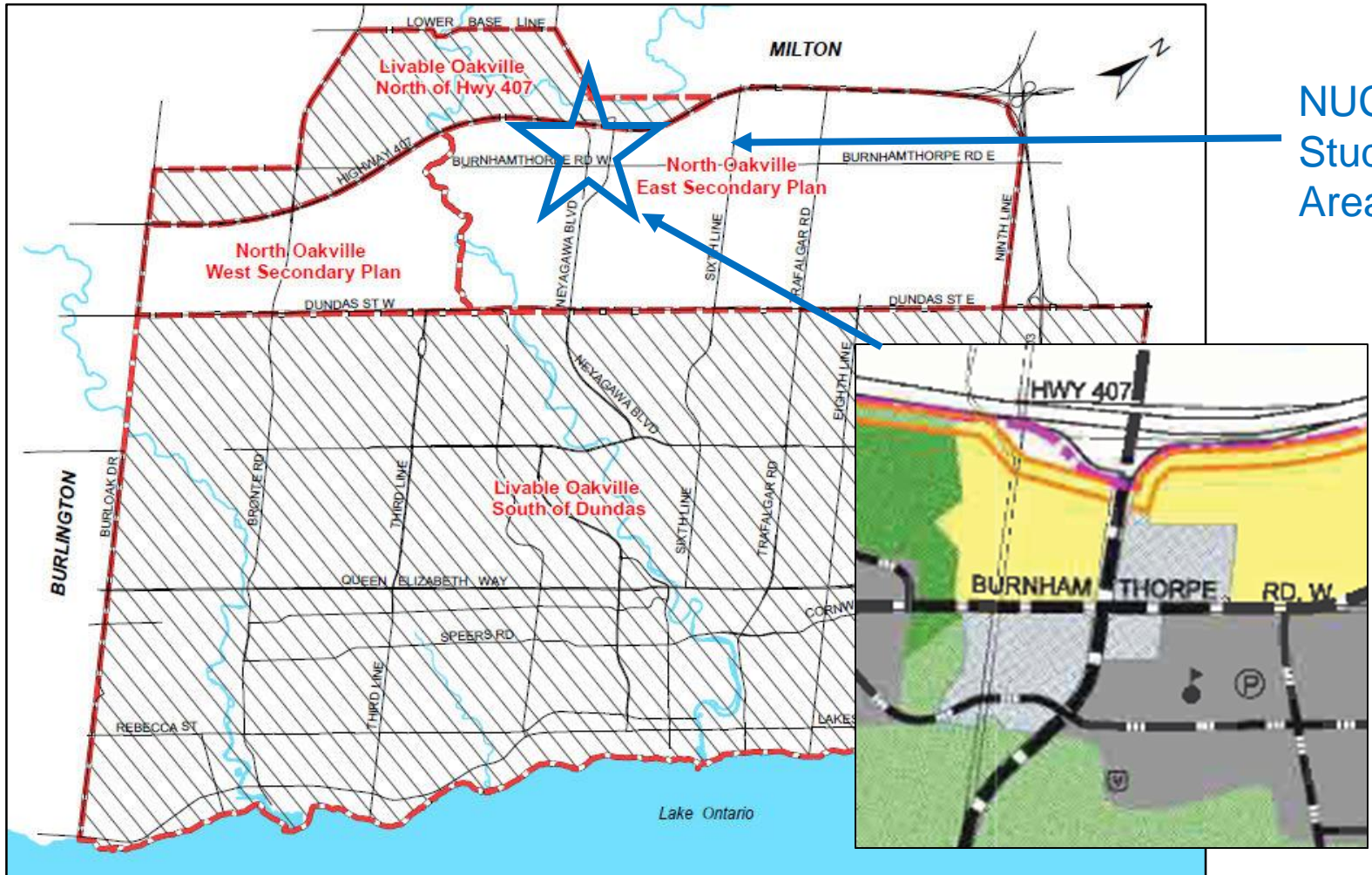


Minimum Densities for SGAs

Regional Official Plan – Table 2b Strategic Growth Areas (excepted)

Strategic Growth Area Type	Strategic Growth Area	Minimum Density Target – Residents and Jobs Combined Per Hectare	General Target Proportion of Residents and Jobs	
MTSA on a Priority Transit Corridor	Midtown Oakville	200	65%	35%
	Bronte GO	150	40%	60%
Primary Regional Node	Uptown Core	160	85%	15%
	Trafalgar Urban Core	160	85%	15%
	Hospital District	160	40%	60%
	Palermo Village	160	85%	15%
	Neyagawa Urban Core	160	85%	15%
	Dundas Urban Core	160	85%	15%

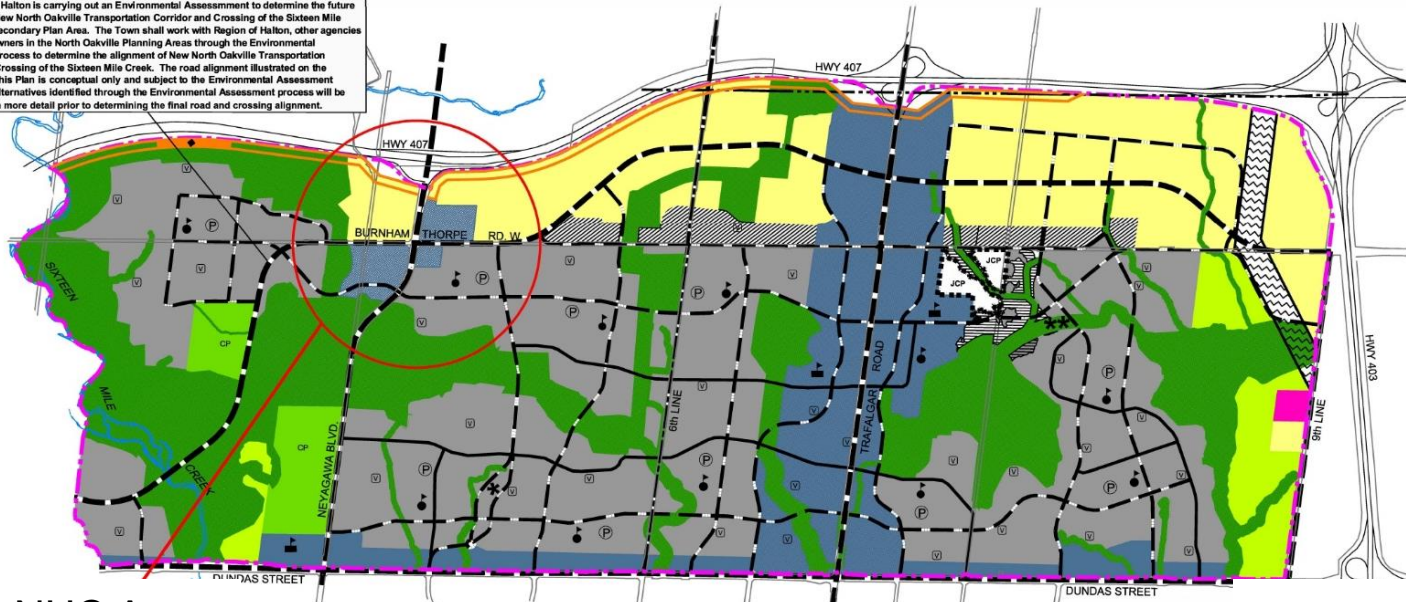
North Oakville East Secondary Plan



NUC
Study
Area

North Oakville East Secondary Plan

New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
 The Region of Halton is carrying out an Environmental Assessment to determine the future alignment of New North Oakville 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 Planning Areas through the Environmental Assessment process to determine the alignment of New North Oakville 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.



NUC Area

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

LEGEND

- | | | |
|--|--|---|
| <ul style="list-style-type: none"> --- 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 7.4.7.1(b)(i) | <ul style="list-style-type: none"> ■ 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 | <ul style="list-style-type: none"> ■ NEIGHBOURHOOD AREA ■ CEMETERY AREA ■ INSTITUTIONAL AREA ● SECONDARY SCHOOL SITE ● ELEMENTARY SCHOOL SITE (P) NEIGHBOURHOOD PARK (V) VILLAGE SQUARE ** SUBJECT TO SECTIONS 7.4.7.3c viii & 7.4.14.3 d) * POLICY REFERENCE SEE POLICY SECTION 7.4.7.2 |
|--|--|---|

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

FIGURE NOE 2
Land Use Plan

February 2008

Transportation and Transit

- Advantageous location in the town-wide Urban Structure
- Planned as:
 - Mobility Link
 - Major Transportation Corridor
 - Capital Improvements
- 407 Transitway and support for Neyagawa Station

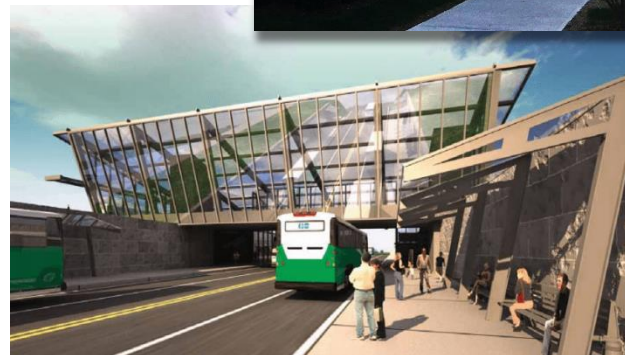


Appendix D: Oakville Transit Frequent Transit Network



What are we planning for?

- ✓ Residential and commercial uses
- ✓ Jobs
- ✓ Parks and open space
- ✓ Schools and community amenities
- ✓ Transportation and transit



Neyagawa Urban Core Review

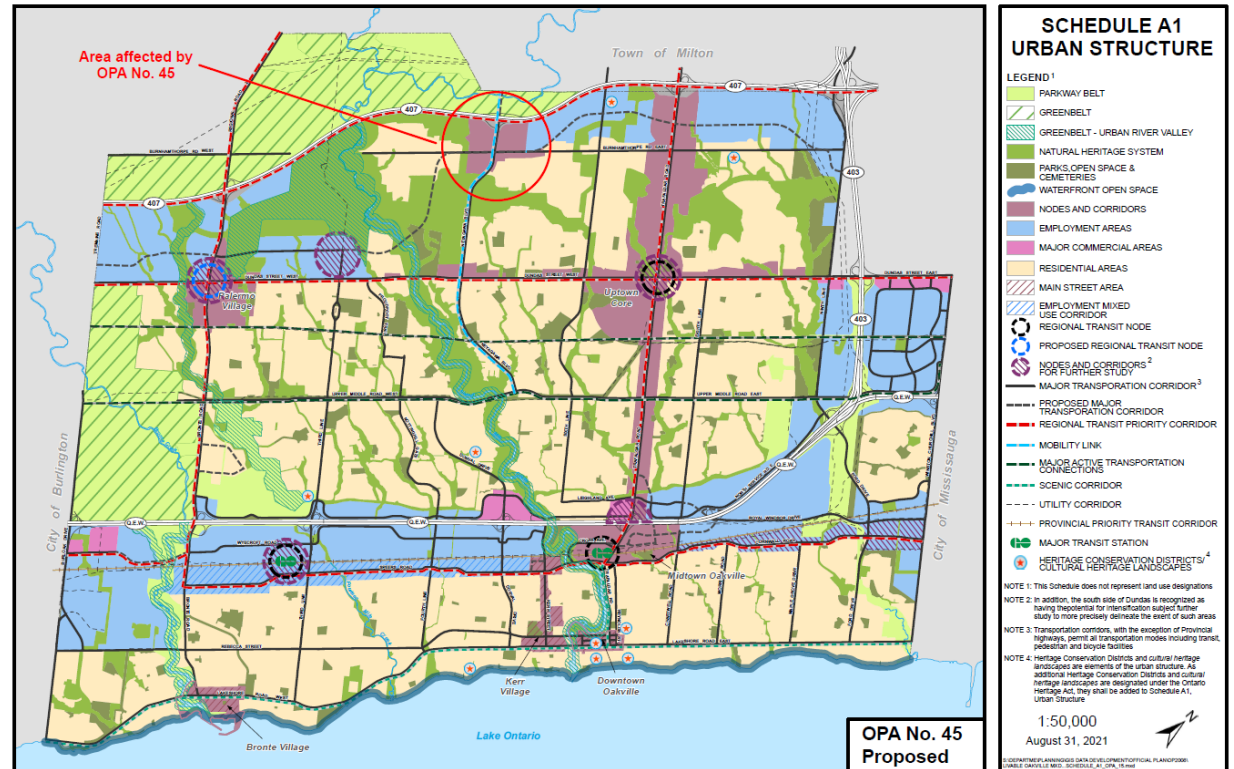
- Delineate the growth area boundary
- Determine appropriate mix of land uses, scale & density
- Support consideration of future 407 Transitway station
- Planning for a mixed-use, transit-supportive, complete community

Proposed Official Plan Amendments

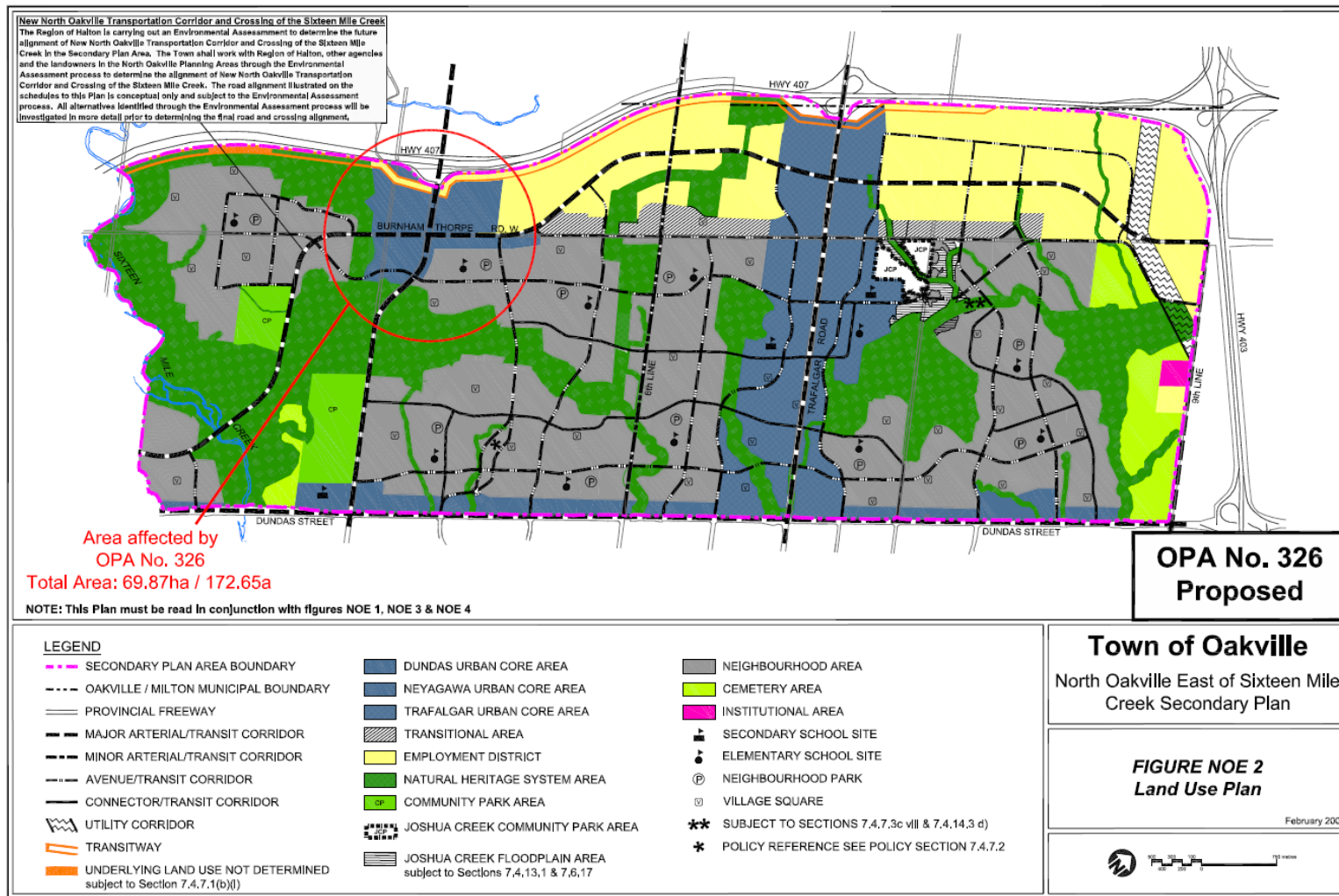
- The proposed OPAs establish a mix and density of permitted uses that:
 - support implementation of the town-wide urban structure
 - enable development of the NUC with a critical mass of residents and jobs to support a 407 Transitway station
 - Recognize the important role of the NUC within the town and region's transportation and mobility network

OPA 45 – Livable Oakville

- Update to the Livable Oakville Official Plan to identify NUC as “Nodes and Corridors” on Schedule A1 – Urban Structure



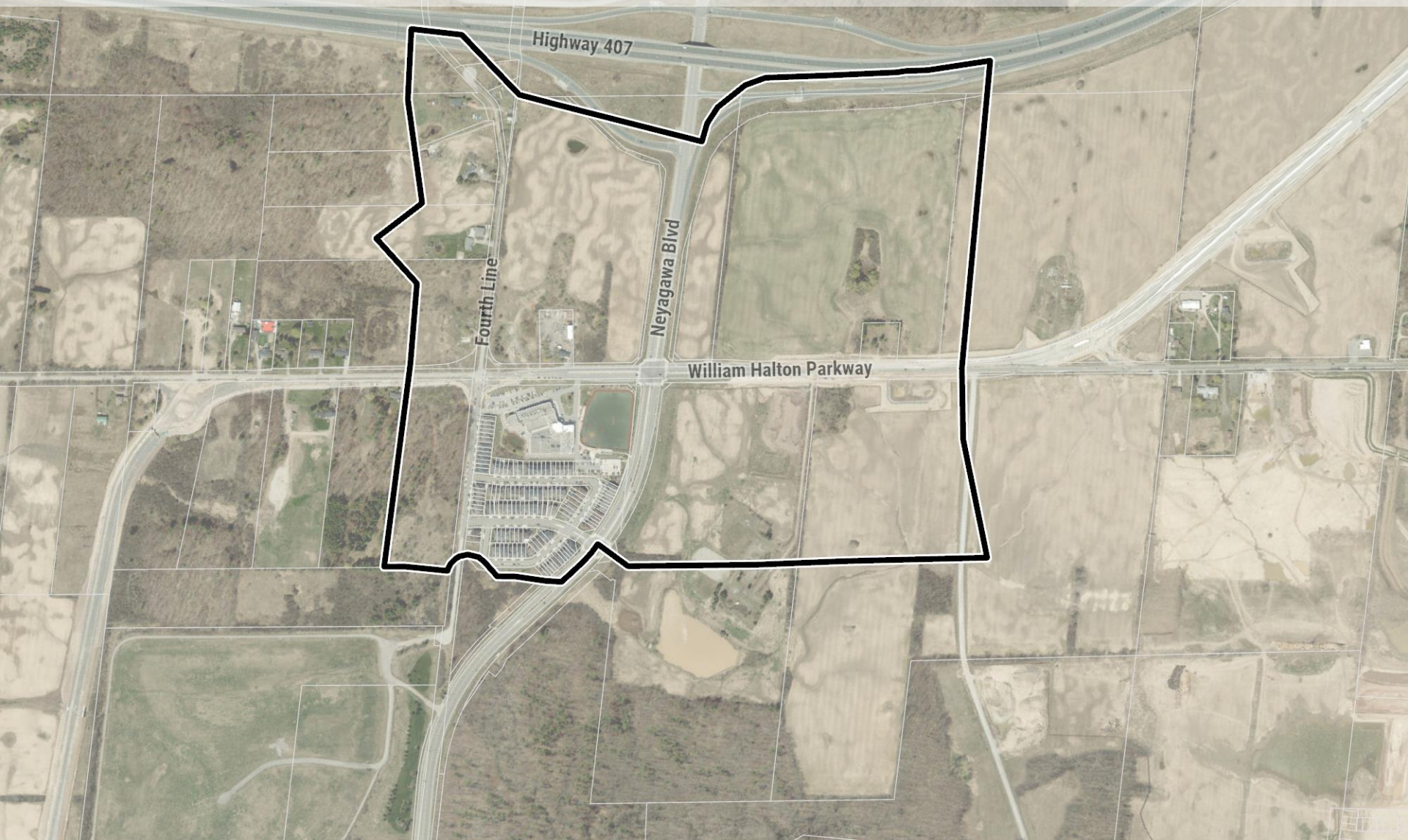
OPA 326 - NOESP



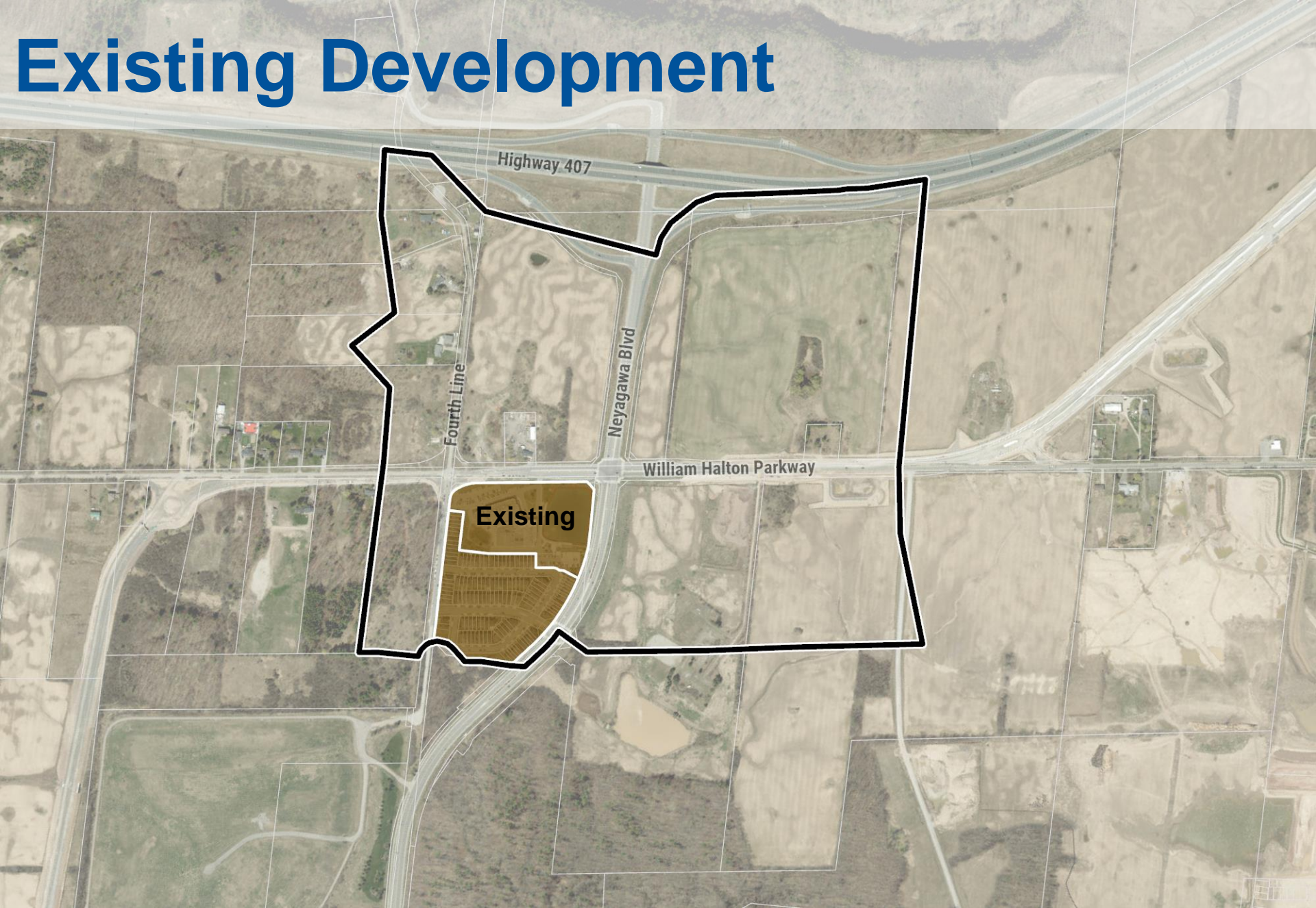
Approach by Topic

- Existing Context and Development Applications
- Employment Conversion
- Boundary Update
- Land Use Compatibility
- Population and Employment
- Height / Density
- Commercial
- Public Realm and Livability
- Climate Resilience

Neyagawa Urban Core Boundary



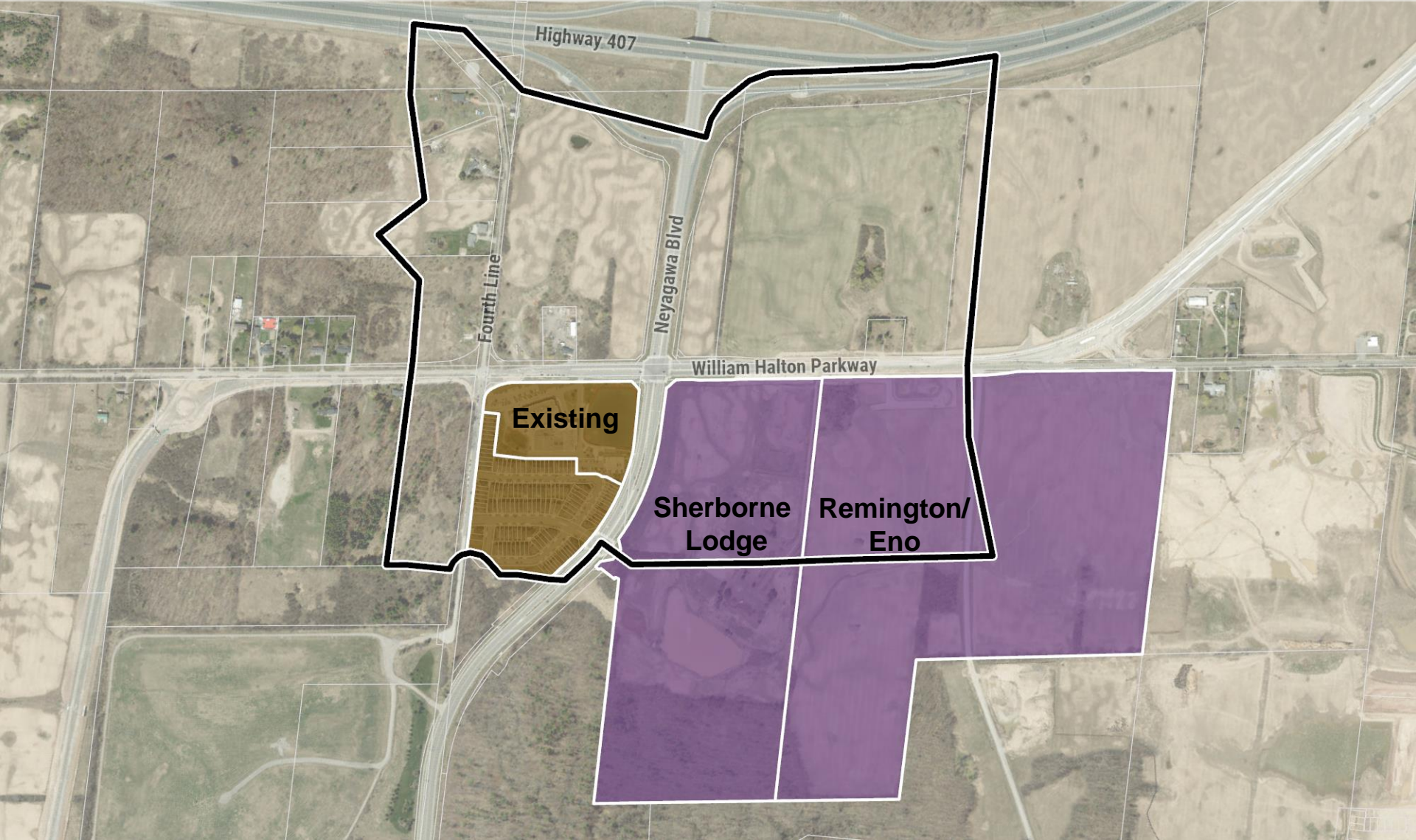
Existing Development



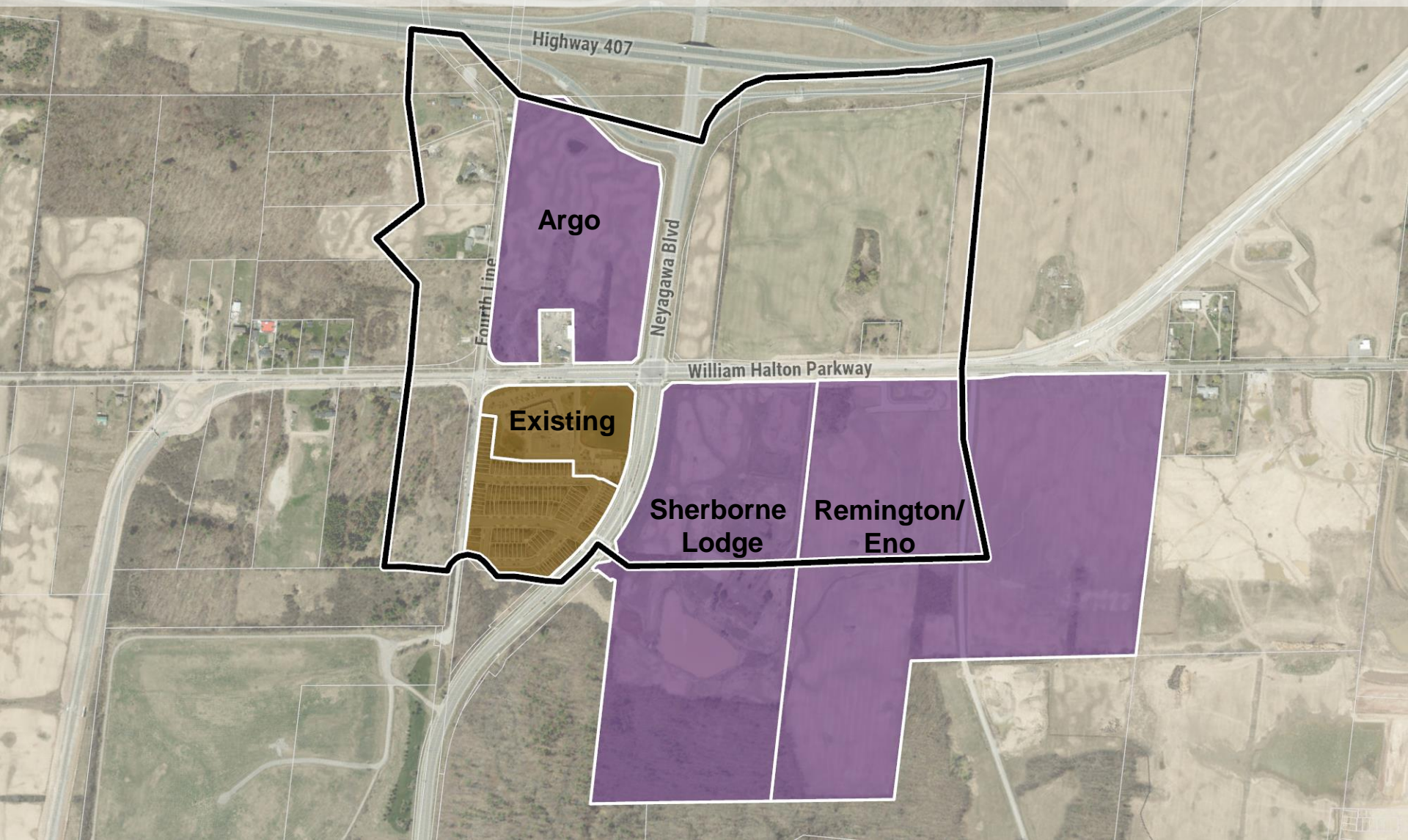
Active Development Applications



Active Development Applications



Appealed Development Application



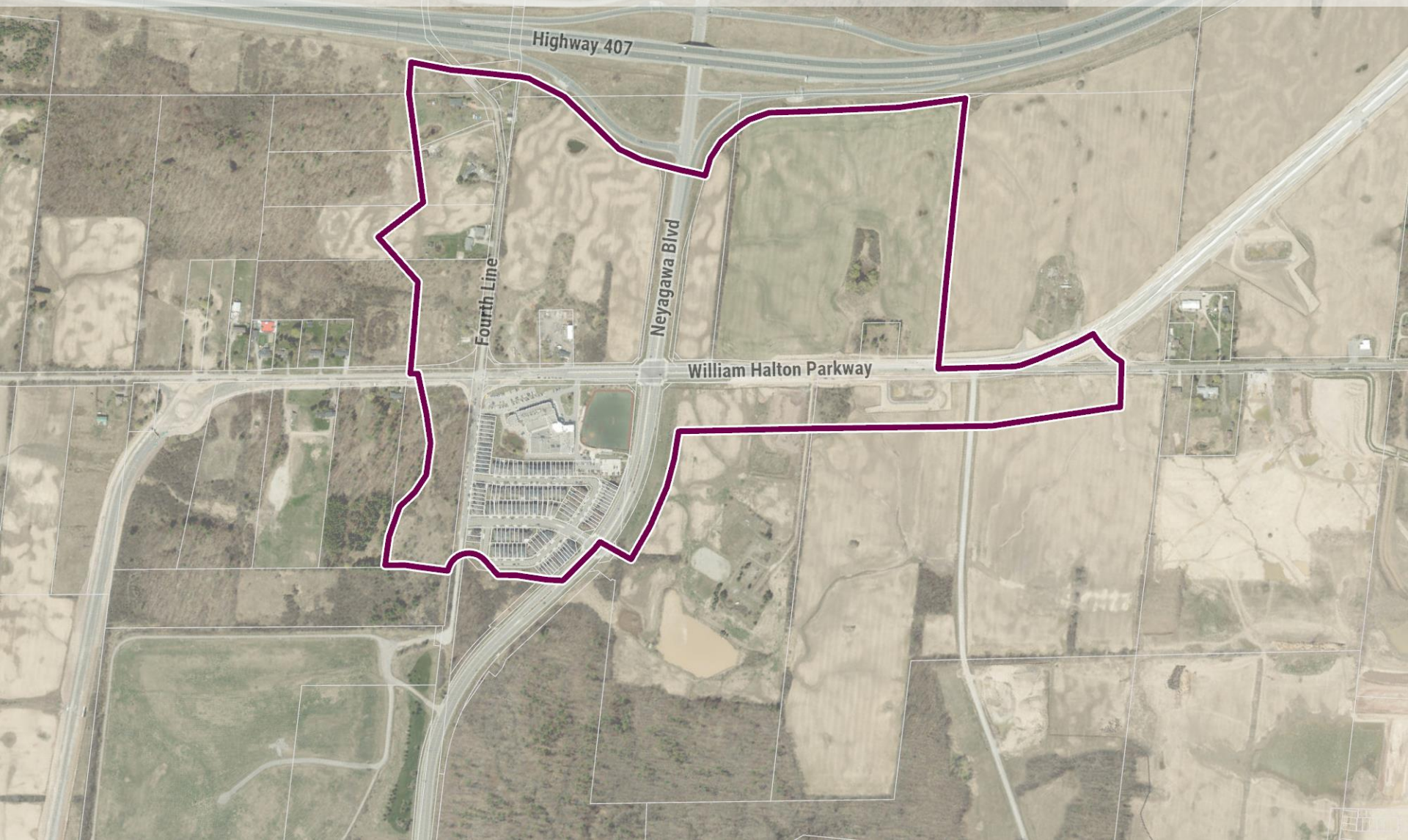
Employment Conversion



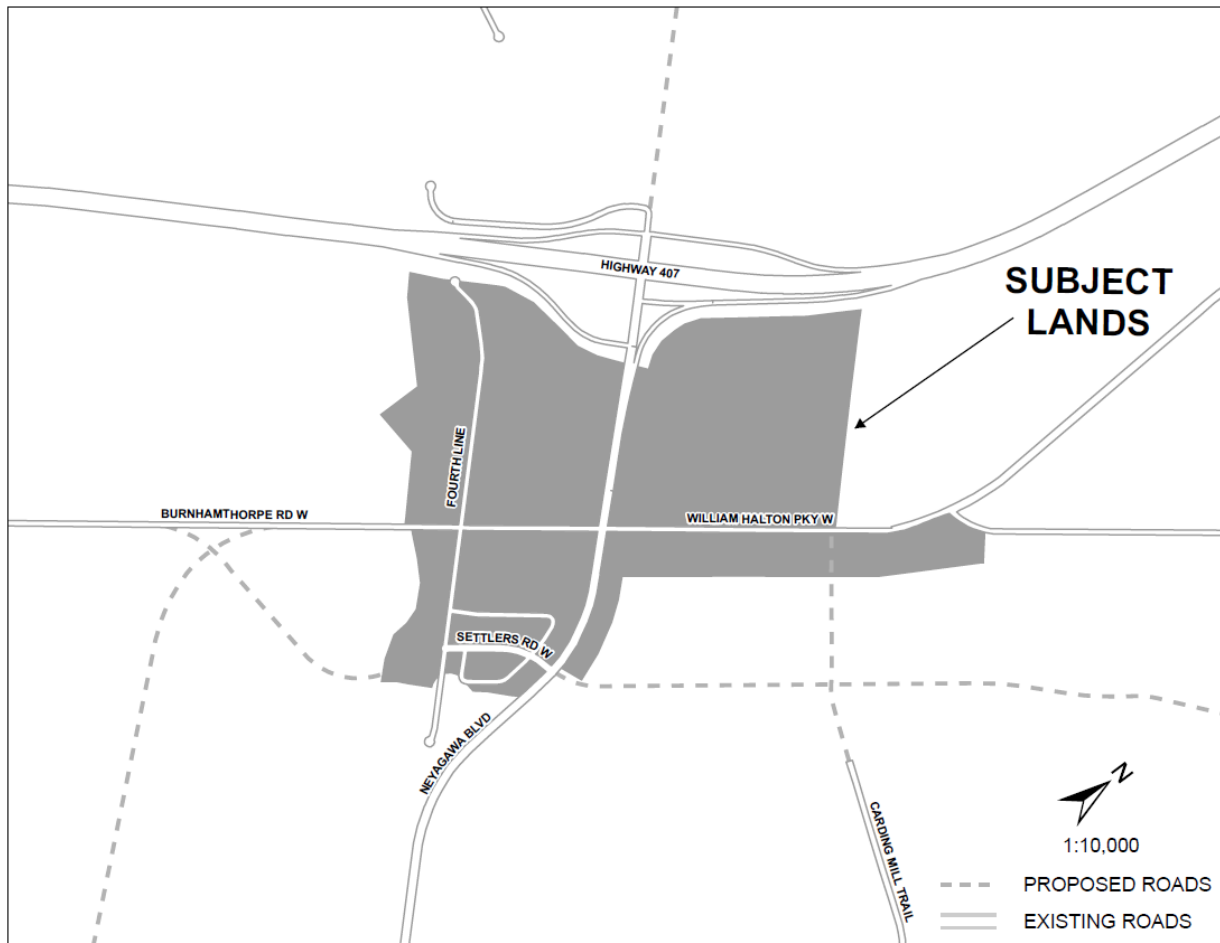
Employment Conversion



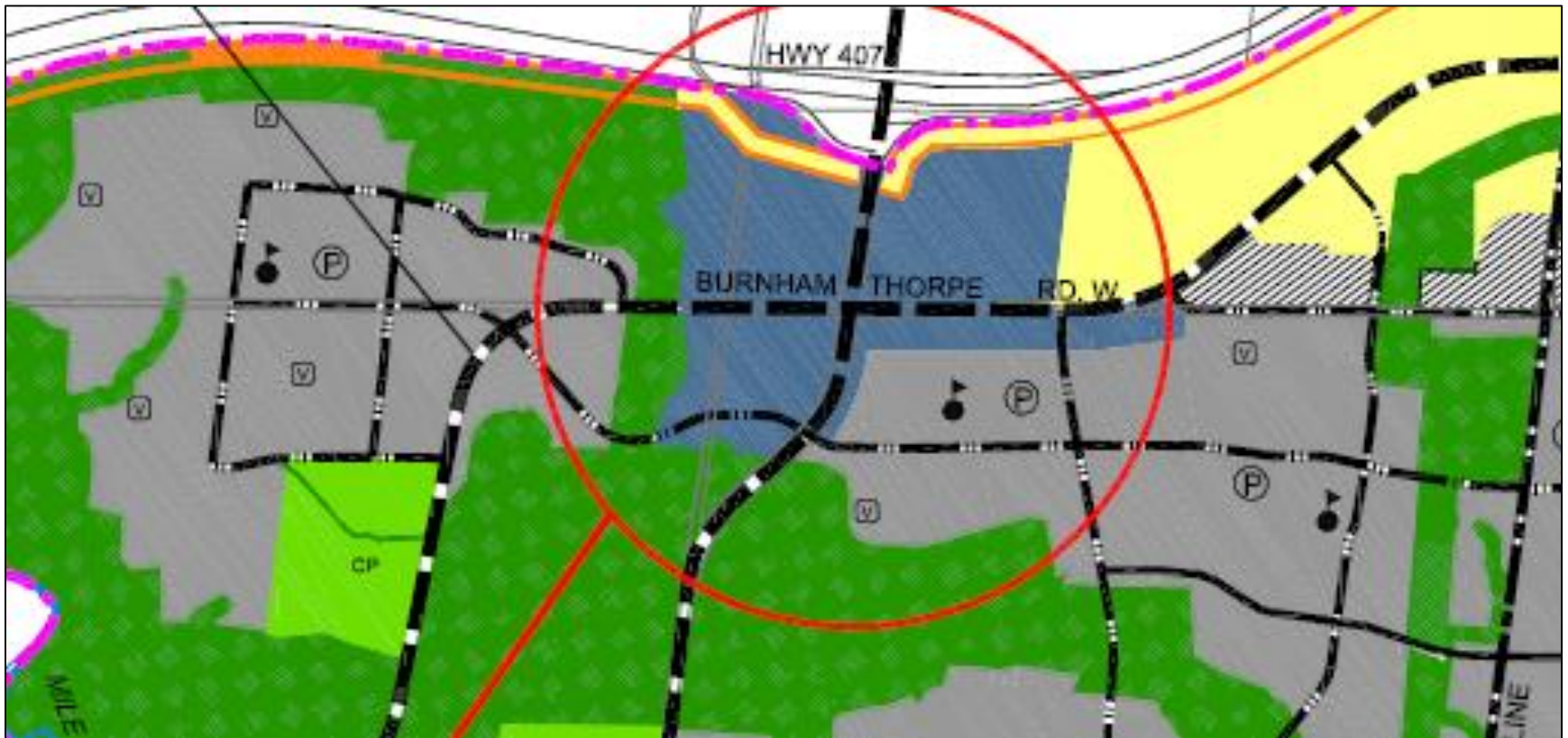
Updated NUC Area Boundary



Updated NUC Area Boundary

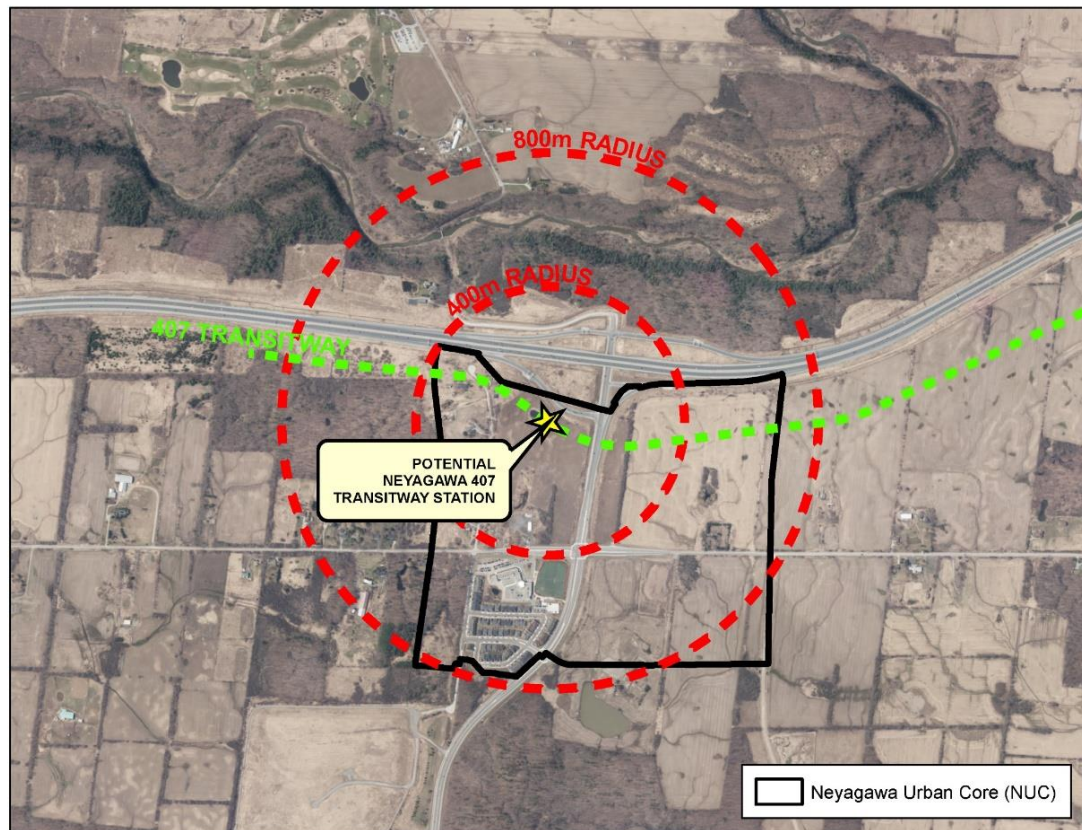


Land Use Compatibility



Population & Employment

- Appropriate level of population and employment to support transit station
- Minimum density of 160 residents and Jobs combined per ha



Population & Employment

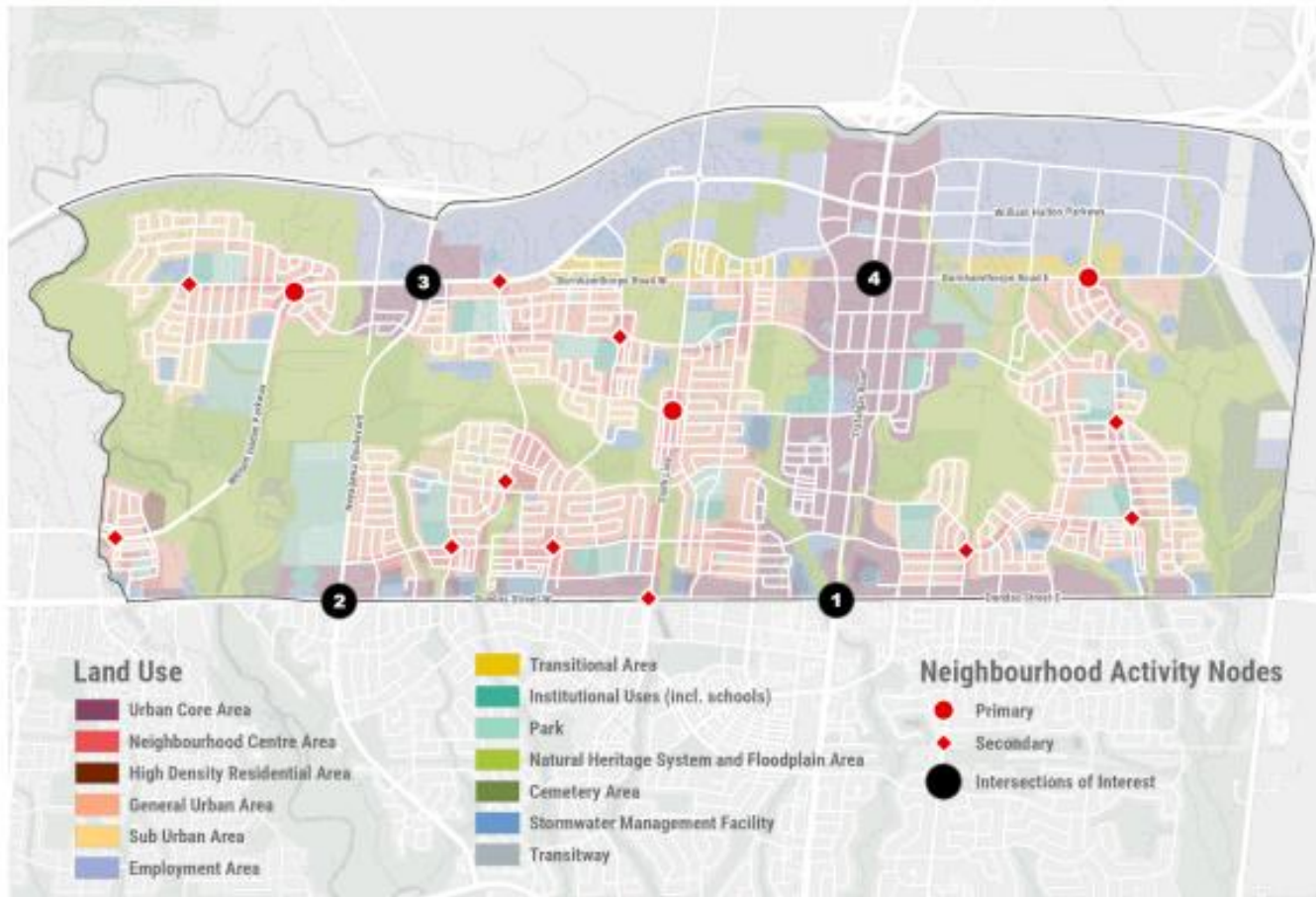
- A wide range of uses shall be permitted including, office, retail and service commercial uses, institutional, major office, offices, and medium and high density residential uses

Density / Height

- For Residential / Mixed Use:
 - Relying on 160 residents and jobs combined per hectare (Regional Official Plan)
 - Max. 12 storeys south of Burnhamthorpe Rd. W
 - Max. 18 storeys north of Burnhamthorpe Rd. W
 - Min. 3 storeys
 - Min. 5 storeys within 50 metres of the north side of Burnhamthorpe Rd. W and the east and west sides of Neyagawa Blvd. north of Burnhamthorpe Rd. W

Commercial

Location of Commercial Uses in NO-E (Proposed Directions)



Commercial

- Retail and service commercial uses should be located at-grade within mixed use buildings and oriented towards the public realm
- Encouraged in min. 2 storey buildings
- Criteria for stand alone retail and commercial buildings – intended to support interim and future development potential

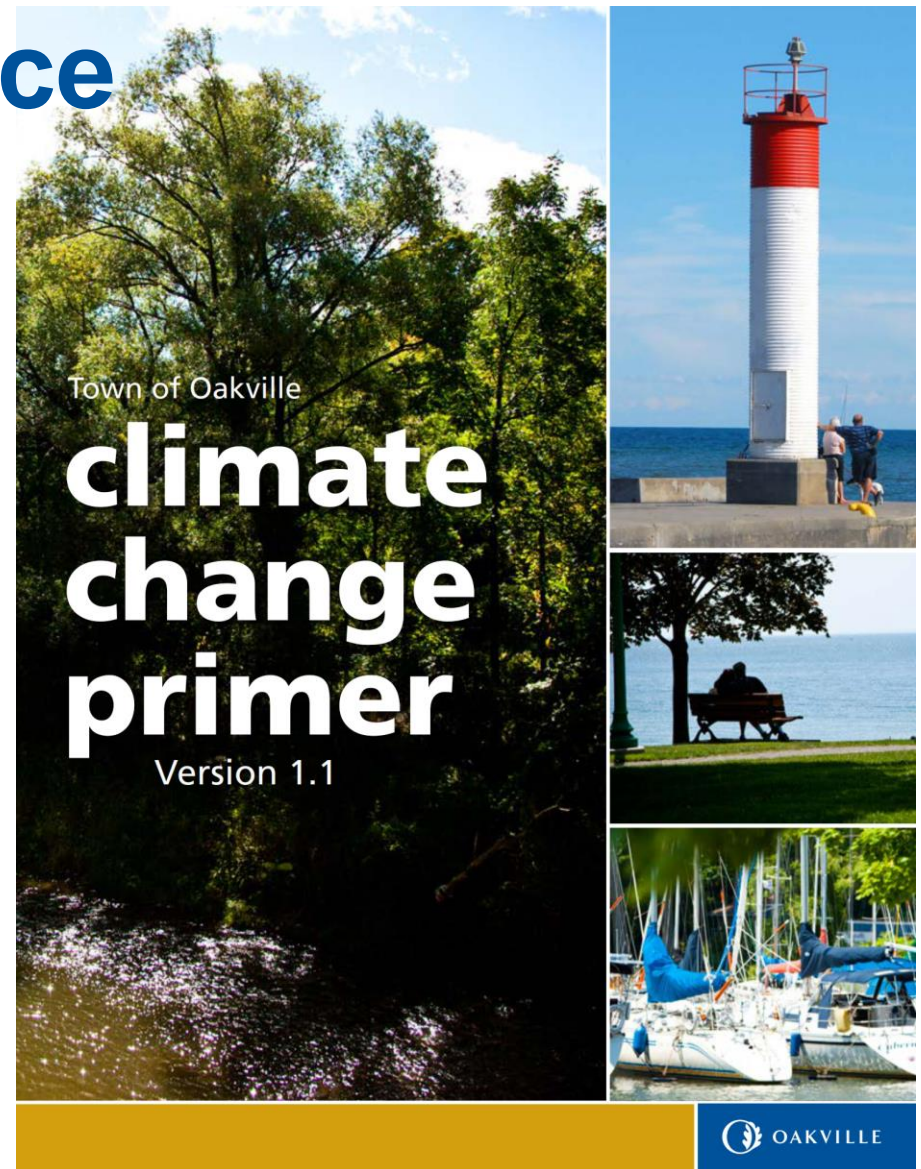
Public Realm / Livability

- Open space is important for livability
- Improved public realm / enhanced streetscape areas



Climate Resilience

- Land use planning supports climate adaptation and mitigation
- Compact urban form linked to mass transit
- Neyagawa Urban Core to be planned as a transit-supportive, mixed use, higher density and complete community
- Stormwater Management



Policy Conformity

- Consistent with the Provincial Planning Statement, 2024
- Conforms with Halton Region Official Plan
- Conforms with Town of Oakville Official Plans

Next Steps in the NUC Review

- Receive comments from Council and the public
- Recommended OPAs for adoption by Council will be presented at a future Planning & Development Council meeting in Q1 of 2025
- Town staff will continue to provide relevant information to the Province to support a 407 Transitway Station

Recap

- Summary of Recommendation
- Study location
- Timeline
- Policy context
- Introduction of proposed OPAs
- Summary of the review and specific topics
- Policy conformity
- Next steps
- Recommendation

Recommendation

1. That the report titled “*Public Meeting – Town-initiated Official Plan Amendments, Neyagawa Urban Core Review, File No. 42.15.60*”, be received,
2. That comments from the public with respect to proposed town-initiated official plan amendments to implement the results of the Neyagawa Urban Core Review (File No. 42.15.60) be received,

Recommendation

3. That staff consider such comments as may be provided by Council,
4. That the report titled “Public Meeting – Town-initiated Official Plan Amendments, Neyagawa Urban Core Review, File No. 42.15.60,” be forwarded to the Ministry of Transportation, Halton Region, Town of Milton and NOCBI to support the implementation of the 407 Transitway station at Neyagawa Boulevard and Highway 407.

The Town's **Urban Structure** is intended to:

- PROTECT** natural heritage, open space and cultural heritage
- MAINTAIN** the character of residential neighbourhoods, and
- DIRECT** growth to an identified system of nodes & corridors

NOTE: The white boundaries represent the geographic areas used by the Joint Best Planning Estimates for the purpose of allocating population and employment forecasts and may not align precisely with the Town's Urban Structure map.



Joint Best Planning Estimates for Oakville

2021 to 2051				
based on v3.032 (final)				
year	people	jobs	ppf+jobs	ppf+jobs / gross area
Town of Oakville				
2031	296,163	147,138	443,301	
2041	378,049	183,180	561,229	
2051	442,941	212,116	655,057	
Bronte GO (Major Transit Station Area)				156 ha
2031	609	1,659	2,308	14.8
2041	1,990	3,048	5,038	32.3
2051	4,555	5,738	10,293	65.9
Bronte Village				53 ha
2031	3,653	1,529	5,182	97.57
2041	4,360	1,796	6,156	115.92
2051	5,053	2,079	7,132	134.29
Downtown Oakville				31 ha
2031	1,678	2,946	4,624	147.6
2041	2,706	3,407	6,113	195.1
2051	2,967	3,620	6,587	210.2
Dundas Urban Core E				27 ha
2031	1,072	197	1,269	47.5
2041	2,217	274	2,491	93.3
2051	3,352	284	3,636	136.2
Dundas Urban Core W				52 ha
2031	3,614	2,215	5,829	111.6
2041	5,365	2,851	8,216	157.3
2051	7,107	3,343	10,450	200.1
Hospital District				74 ha
2031	1,034	6,744	7,778	105.2
2041	2,372	7,629	10,001	135.2
2051	4,062	8,197	12,259	165.8
Kerr Village				73 ha
2031	6,983	2,986	9,969	136.4
2041	8,662	3,342	12,004	164.2
2051	10,891	3,716	14,607	199.8
Midtown Oakville (Urban Growth Centre)				103 ha
2031	11,710	6,780	18,490	178.5
2041	24,142	13,531	37,673	363.8
2051	32,468	17,998	50,466	487.3
Neysgawa Urban Core				90 ha
2031	2,984	592	3,576	39.9
2041	6,542	991	7,533	84.0
2051	10,500	1,438	11,938	133.1
Palermo Village				152 ha
2031	6,739	3,243	9,982	61.8
2041	13,169	4,181	17,350	107.3
2051	19,621	5,378	24,999	154.7
Trafalgar Corridor				276 ha
2031	10,254	9,007	19,261	69.8
2041	14,062	9,995	24,057	87.2
2051	17,823	10,842	28,665	103.9
Trafalgar Urban Core N				86 ha
2031	4	-	4	0.0
2041	8,151	1,431	9,582	111.1
2051	17,673	3,103	20,776	240.8
Trafalgar Urban Core S				191 ha
2031	18,178	177	18,355	95.9
2041	31,390	5,518	36,908	192.9
2051	45,089	7,927	53,016	277.1
Uptown Core				175 ha
2031	9,384	3,659	13,043	113.5
2041	12,098	5,017	17,115	148.9
2051	14,404	6,281	20,685	180.0

Province of Ontario, Town of Oakville, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, NRCAN, Parks Canada

People and Jobs Density, JBPEs 2051

