



## THE CORPORATION OF THE TOWN OF OAKVILLE

### BY-LAW NUMBER 2025-005

A by-law to adopt Official Plan Amendment No. 326 to the 1984 Oakville Official Plan to establish policies for the Neyagawa Urban Core strategic growth area, and to adopt Official Plan Amendment No. 45 to the Livable Oakville Plan to update the town's urban structure accordingly  
(Town of Oakville, Neyagawa Urban Core Review, File No. 42.15.60)

WHEREAS subsection 21(1) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, states that a council of a municipality that is within a planning area may initiate an amendment to any official plan that applies to the municipality, and section 17 applies to any such amendment;

WHEREAS it is deemed necessary to pass an amendment to the 1984 Oakville Official Plan to implement the recommendations of the Neyagawa Urban Core Review to establish policies for a strategic growth area within the North Oakville East Secondary Plan Area at the intersection of Neyagawa Boulevard and Burnhamthorpe Road West / William Halton Parkway; and,

WHEREAS it is also deemed necessary to pass an amendment to the Livable Oakville Official Plan to update Schedule A1, Urban Structure, which is referenced in the 1984 Oakville Official Plan's North Oakville East Secondary Plan, to identify the Neyagawa Urban Core strategic growth area as "Nodes and Corridors."

#### **COUNCIL ENACTS AS FOLLOWS:**

1. For the purposes of this by-law:
  - a. "1984 Oakville Official Plan" means the Official Plan for the Oakville Planning Area adopted by the Council of the Corporation of the Town of Oakville on July 5, 1983 by By-law 1983-114, approved as modified by the Minister of Municipal Affairs and Housing on December 21, 1984 subject to certain referrals and deferrals, and as subsequently amended.

- b. “North Oakville East Secondary Plan” means OPA 272 to the 1984 Oakville Official Plan, which was approved by the Ontario Municipal Board on January 11, 2008, and as subsequently amended.
  - c. “Livable Oakville Official Plan” and “Livable Oakville Plan” mean the Official Plan for the Oakville Planning Area that currently applies to the lands south of Dundas Street and the lands north of Highway 407, and was adopted by Council on June 22, 2009, and approved with modifications by the Ontario Municipal Board on May 10, 2011, and as subsequently amended.
  - d. The subject lands are as identified in **Appendix “A”** to this by-law.
2. Official Plan Amendment Number 326 to the 1984 Oakville Official Plan, attached as **Appendix “B”** to this by-law, is hereby adopted.
  3. Official Plan Amendment Number 45 to the Livable Oakville Official Plan, attached as **Appendix “C”** to this by-law, is hereby adopted.
  4. Each Official Plan Amendment is subject to appeal rights set out in section 17 of the *Planning Act*, R.S.O. 1990, c. P.13, and shall come into effect once the deadline for filing appeals has passed or all appeals have been withdrawn or finally disposed of.
  5. This Official Plan Amendment is exempt from approval pursuant to Ontario Regulation 525/97 Exemption from Approval (Official Plan Amendments).

PASSED this 3<sup>rd</sup> day of March, 2025

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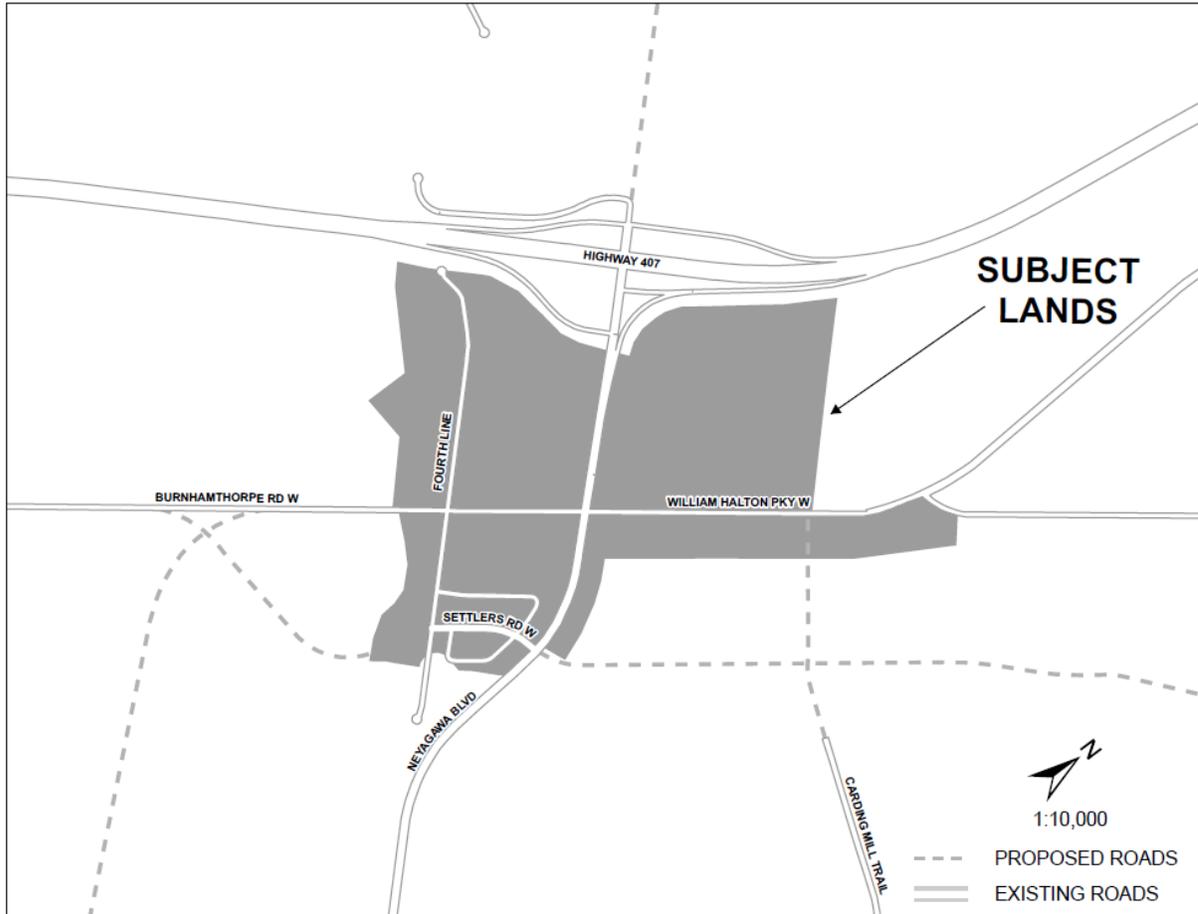
MAYOR

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CLERK

### Appendix “A” to By-law 2025-005

Lands subject to amendments to the 1984 Oakville Official Plan and the Livable Oakville Official Plan (Neyagawa Urban Core Area)



## Appendix “B” to By-law 2025-005

### Official Plan Amendment Number 326 to the 1984 Oakville Official Plan

#### Constitutional Statement

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number 326 to the 1984 Oakville Official Plan’s North Oakville East Secondary Plan.

#### Part 1 – Preamble

##### **A. Subject Lands**

The proposed Official Plan Amendment (OPA) relates to the lands located at the intersection of Neyagawa Boulevard and Burnhamthorpe Road West / William Halton Parkway as identified in **Appendix “A”** to By-law 2025-005.

##### **B. Purpose and Effect**

The purpose of this proposed OPA is to identify and establish policies for the Neyagawa Urban Core strategic growth area at the intersection of Neyagawa Boulevard and Burnhamthorpe Road West / William Halton Parkway.

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

- update schedules 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, active transportation supportive, complete community that includes a mix of medium and high density residential, commercial and institutional uses
- 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, and parkland dedication and public realm enhancements

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

- Section 7.3.2 Urban Core
- Section 7.6.6 Neyagawa Urban Core Area
- Figure NOE 1 Community Structure
- Figures NOE 2 Land Use Plan

### C. Background and Basis

- As part of the province’s goal of building 1.5 million homes by 2031, the town has pledged to support the delivery of 33,000 housing units in this timeframe.
- The Provincial Planning Statement, 2024 (PPS 2024) came into effect October 20, 2024, replacing the Growth Plan for the Greater Golden Horseshoe, 2019 and the Provincial Policy Statement, 2020.
- The PPS, 2024 Vision states the following: *“Ontario’s land use planning framework, and the decisions that are made, shape how our communities grow and prosper. Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians.”*
- According to the PPS, 2024, Strategic Growth Areas (SGAs) are *“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.”*
- According to the Regional Official Plan (ROP), a Strategic Growth Area *“means lands identified by the Region or its Local Municipalities within the Urban Area that are to be the focus for accommodating population and employment intensification and higher-density mixed uses in a more compact built form. Strategic Growth Areas include Urban Growth Centres, Major Transit Station Areas, Regional Nodes, Regional Corridors, and Local Nodes as identified in Local Official Plans.”*
- The ROP, as amended by Regional Official Plan Amendment (ROPA) 48 and 49 and approved by the Minister of Municipal Affairs and Housing, implements the Regional Urban Structure to establish a hierarchy of Strategic Growth Areas (SGAs) and assigns Strategic Growth Areas Targets including “minimum density targets of residents and jobs combined” as well as a “combined general target proportion of residents and jobs” that the town is required to plan to achieve.

- The Neyagawa Urban Core is identified as a Primary Regional Node in the Regional Official Plan (ROP) with a role in accommodating mixed-use intensification and supporting a provincial, regional and local transit system and is assigned a minimum density of 160 of residents and jobs combined per hectare.
- The town is required to plan for growth in conformity with the policies of the ROP. As of July 1, 2024 (Bill 185), the Region of Halton became “an upper-tier municipality without planning responsibility” and the ROP became the town’s official plan.
- Through the Regional Official Plan Review, a strategic employment area conversion for a portion of the lands abutting Highway 407 was also approved for the Neyagawa Urban Core.
- The planning of the NUC at a density and mix of uses sufficient to support higher order transit also assists in the delivery of a 407 Transitway Terminal at Neyagawa Blvd and Highway 407. Ministry of Transportation guidelines suggest a minimum density threshold of 160 of residents and jobs combined per hectare to support higher order transit which is consistent with what is assigned to the NUC as a Primary Growth Node under the ROP.
- The NUC is part of the Urban Core Areas in the North Oakville East Secondary Plan (NOESP). The NUC is being planned as a transit-supportive community with reliable coordination between land use and transit, including the 407 Transitway (Bus Rapid Transit).
- The vision for North Oakville is to create a compact, pedestrian-friendly urban community with diverse housing options, from large-lot detached homes to high-rise apartment buildings aimed at accommodating 55,000 people and providing 35,000 jobs.
- The Neyagawa Urban Core lands are currently identified as “Nodes and Corridors for Further Study” within the approved town-wide urban structure.
  - “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.”
- On October 4, 2021, the Planning and Development Council received the report “Neyagawa Urban Core Review – Background and Preliminary Directions” which introduced the study and provided background information and initial analysis by staff.

- A Public Information Meeting was held on February 17, 2022, to solicit public input to the Neyagawa Urban Core Review.
- A Statutory Public Meeting was held on May 16, 2022. A copy of the draft Official Plan Amendment was posted in conjunction with the Notice of Statutory Public Meeting.
- Since the May 16, 2022 Statutory Public Meeting, staff prepared updates to the Draft OPA to respond to:
  - comments received at the Statutory Public Meeting;
  - feedback from Councillors;
  - meetings with stakeholders;
  - changes in policy context over the last two years including:
    - ROPA 48 and 49 being passed which included updates to the Regional Structure such as employment conversions, intensification and density targets, approved by the Minister of Municipal Affairs and Housing
    - concluded North Oakville East Commercial Study (NOECS)
    - Changes to Provincial Policy and the introduction of the Provincial Planning Statement 2024 (PPS, 2024)
- A Statutory Public Meeting was held on November 25, 2024. The proposed official plan amendments for the Neyagawa Urban Core Area were based on the findings of the Neyagawa Urban Core Review including additional research, analysis and revisions undertaken by staff and including input from Council, landowners, the public and agency stakeholders.
- Since the November 25, 2024 Statutory Public Meeting, further amendments have been proposed to address comments from Council and the public which includes the property owners whose lands are subject to the proposed amendments.
- The proposed OPA contains new and updated policies for the NUC that will enable development of a mixed use, higher order transit supportive, complete community that is responsive to the climate emergency.
- A copy of the proposed OPA was posted in conjunction with the Notice of Statutory Public Meeting on **February 11, 2025**.

## **Part 2 – The Amendment**

### **A. Text Changes**

The amendment includes the changes to the text of the 1984 Oakville Official Plan’s North Oakville East Secondary Plan as indicated in the following table.

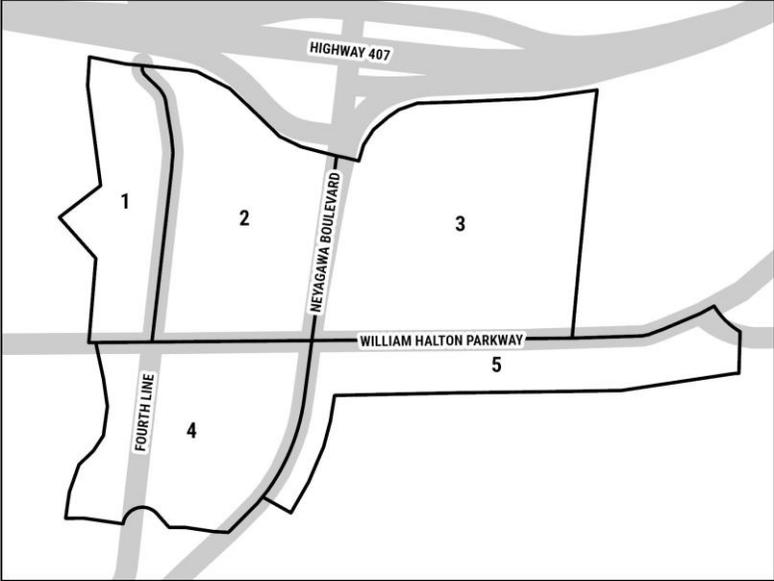
Text that is **bolded and underlined** is new text to be inserted. Text that is crossed out ("~~strikethrough~~") is to be deleted.

Item No.	Section	Description of Change
1.	<b>7.3.2</b> COMMUNITY STRUCTURE, URBAN CORE	Revise the policy as follows:  <b>7.3.2 URBAN CORE</b>  The Urban Core designations reflect the most urban part of the North Oakville East Plan Area. These areas provide for the densest development and the highest order activities including a full range of residential, retail and service commercial, entertainment, cultural, business and institutional uses. Mixed use development is encouraged. Ultimately it is intended that Urban Core lands will become true mixed use urban areas. The primary focus of this development is along Trafalgar Road, with the north side of Dundas St. and the intersection of Neyagawa Boulevard and Burnhamthorpe Road West / <b><u>William Halton Parkway also</u></b> having an important <b><u>role in accommodating growth.</u></b> <del>more secondary role.</del>
2.	<b>7.5.13</b> COMMUNITY DESIGN STRATEGY, URBAN CORE AREAS – INTERIM USES & PHASED DEVELOPMENT	Revise the policy as follows:  Urban Core Areas, particularly <b><u>including</u></b> the Trafalgar Urban Core Area, <b><u>and the Neyagawa Urban Core Area</u></b> are intended to ultimately provide for a <del>primarily</del> mixed use development which is the densest in North Oakville. In order to ensure that the ultimate development form is not constrained by interim land uses and the development of initial phases, the following planning and design principles will form the basis for development:  f) Design excellence shall be promoted <b><u>for interim uses and all phases of development</u></b> and shall convey aspects of the Town’s local character throughout the Urban Core Areas.
3.	<b>7.5.16</b> COMMUNITY DESIGN STRATEGY, NEYAGAWA URBAN CORE	Revise the policy as follows:  The Neyagawa Urban Core is intended to provide a <b><u>higher order transit-supportive,</u></b> mixed use area to accommodate a range of commercial, residential, employment and institutional uses as a focal point for the western portion of the Planning Area. <del>Development will be at lower densities than those found in the Trafalgar Urban core, however,</del> <b><u>Mixed use development shall be permitted throughout the area.</u></b> <b><u>Key community design elements of this area include:</u></b>

Item No.	Section	Description of Change
		<p>a) Where retail and service commercial development is permitted, it <b>should</b> <del>will be encouraged to be</del> oriented to the street creating a pleasant, pedestrian shopping environment. These retail and service commercial uses may be in stand alone <b>buildings subject to the policies of 7.6.6.2 (f)</b> stores or on the ground floors of mixed use buildings.</p> <p>b) <b>Where retail and service commercial development is provided:</b> In areas of commercial development:</p> <ul style="list-style-type: none"> <li>i) the principal public entrance should provide direct <b>and barrier-free</b> access onto the public <del>realms</del>sidewalk;</li> <li>ii) the primary windows and signage should face the street;</li> <li>iii) buildings facing the street should <del>be encouraged to</del> <b>incorporate</b> have awnings, canopies, arcades or front porches to provide weather protection;</li> <li>iv) no <b>surface</b> parking, driveways, lanes or aisles should be permitted between the buildings and public sidewalks;</li> <li>v) buildings should have a consistent setback and parking lots abutting the street should be limited <b>in size</b> and designed in accordance with the provisions of Section 7.5.7.1;</li> <li>vi) the location and design of any large retail stores shall consider the design alternatives set out in Section 7.5.13 b); and,</li> <li>vii) any commercial nodes including large retail stores should be integrated into the pattern of streets and blocks of which they are a part. The pattern of blocks and the physical design of the buildings in relation to the street should encourage pedestrian circulation to, from and within this commercial area. Streets, sidewalks and the orientation of buildings <b>and their main entrances</b> shall be designed <b>and positioned</b> to create comfortable, enjoyable pedestrian movement in a vibrant public realm.</li> </ul> <p>c) Minimum and maximum setbacks, densities, <b>indoor and outdoor private amenity space</b> and other standards will be implemented through the zoning by-law to ensure that development achieves the standards required as a basis for the creation of this core area.</p>

Item No.	Section	Description of Change
4.	7.5.16 COMMUNITY DESIGN STRATEGY, NEYAGAWA URBAN CORE	<p>Insert a new policy subsection as follows:</p> <p><b><u>c) In accordance with the policies of Part E, Section 7.1.5, the Neyagawa Urban Core is identified as Nodes and Corridors in the town-wide Urban Structure and is a strategic growth area.</u></b></p>
5.	7.6.6.1 LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Purpose	<p>Revise the policy as follows:</p> <p>The Neyagawa Urban Core Area designation on Figure NOE2 is intended to allow the creation of a <del>secondary</del>-core area at the intersection of Neyagawa Boulevard and <b><u>Burnhamthorpe Road West / William Halton Parkway</u></b> and a new east-west Major Arterial/Transit Corridor. The intent of this Core area is to <b><u>create a mixed use, complete community with densities that support higher order transit, including a 407 Transitway Terminal. The designation may also</u></b> permit the provision of convenience commercial, institutional and employment uses to serve adjacent neighbourhoods, as well as related residential development.</p> <p><b><u>A future 407 Transitway Terminal is an important component of this transit-supportive, pedestrian-oriented complete community. Adjacent development should be designed to facilitate safe active transportation and vehicular access to the station</u></b></p>
6.	7.6.6.2 LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Permitted Uses, Buildings and Structures	<p>Revise the policy as follows:</p> <p><del>a) The permitted uses shall be the full range of office, commercial including retail and service commercial, accommodation, health and medical, institutional and medium and high density residential uses.</del></p> <p><b><u>a) A wide range of uses shall be permitted including, office, retail and service commercial uses, institutional, major office, offices, places of entertainment, indoor sports facilities, hotels and medium and high density residential uses.</u></b></p>
7.	7.6.6.2 LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Permitted Uses, Buildings and Structures	<p>Revise the policy as follows:</p> <p><del>b) Permitted uses shall be primarily located in medium and high density residential, office and institutional buildings. Both mixed use and single use buildings shall be permitted. and this may include single use retail and service commercial buildings in accordance with the provisions in Section 7.6.6.3(e).</del></p>

Item No.	Section	Description of Change
8.	<b>7.6.6.2</b> LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Permitted Uses, Buildings and Structures	Adding a new policy 7.6.6.2(c) as follows, and renumbering the following sections of the plan accordingly:  <b>c) <u>The size and location of uses shall be determined through the development process and regulated by the implementing zoning.</u></b>
9.	<b>7.6.6.2</b> LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Permitted Uses, Buildings and Structures	Adding a new policy 7.6.6.2(d) as follows, and renumbering the following sections of the plan accordingly:  <b>d) <u>Interim stand alone retail and service commercial buildings may be permitted subject to the appropriate siting and configuration of the buildings in a manner that:</u></b>  <b>i. <u>should allow for the eventual provision of local roads and small blocks;</u></b>  <b>ii. <u>should allow for the creation of safe, accessible pedestrian and transit friendly streetscapes and routes;</u></b>  <b>iii. <u>should orient main entrances of buildings to the street or within the block facing a future street for the initial and future development;</u></b>  <b>iv. <u>should allow for the provision and configuration of parking for the initial development which will also accommodate intensification over time;</u></b>  <b>v. <u>should allow for the achievement of both interim and longer term development objectives, through intensification around initial buildings or reserved sites and redevelopment of the initial buildings themselves; and</u></b>  <b>vi. <u>shall not preclude the long-term development potential of the property.</u></b>

Item No.	Section	Description of Change
10.	<p><b>7.6.6.2</b>            LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Permitted Uses, Buildings and Structures</p>	<p>Adding a new policy 7.6 .6.2(e) as follows, and renumbering the following sections of the plan accordingly:</p> <p><b>e) <u>A minimum of 16,000 square metres of retail and service commercial uses should be provided within the Neyagawa Urban Core Area.</u></b></p> <p><b><u>The distribution of retail and service commercial uses amongst the blocks identified in Figure 7.6.6.2 shall offer convenient pedestrian access to retail and service commercial uses and support walkable communities. This distribution will be implemented through development applications. Each new development application will be required to demonstrate how the development is contributing to the minimum requirement with specific amounts incorporated into the zoning by-law.</u></b></p> <p><b><u>The distribution should be:</u></b></p> <ul style="list-style-type: none"> <li><b><u>i. A minimum of 3,000 square metres provided across blocks 1 and 2;</u></b></li> <li><b><u>ii. A minimum of 9,300 square metres provided on block 3; and</u></b></li> <li><b><u>iii. A minimum of 3,700 square metres provided on block 5.</u></b></li> </ul>  <p>Figure 7.6.6.2</p>

Item No.	Section	Description of Change
11.	<b>7.6.6.2</b> LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Permitted Uses, Buildings and Structures	Revise the former policy 7.6.6.2 (c) now renumbered as (f) as follows:  f) <del>The total retail commercial development in this designation shall not exceed a total of 31,000 sq. metres of gross leaseable floor area and may include supermarkets. Other commercial development such as financial institutions, service stations, restaurants and service commercial uses shall not be subject to this floor area limit. No single user or retail store shall exceed a maximum of 7,000 sq. metres of gross leaseable floor area.</del>
12.	<b>7.6.6.2</b> LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Permitted Uses, Buildings and Structures	Adding a new policy 7.6 .6.2(g) as follows:  g) <b><u>A food store should be provided within Block 3 of Figure 7.6.6.2.</u></b>
13.	<b>7.6.6.2</b> LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Permitted Uses, Buildings and Structures	Adding a new policy 7.6.6.2(h) as follows:  h) <b><u>Development adjacent to employment districts shall incorporate measures to buffer and transition to sensitive land uses and achieved through future development applications, and site-specific Land Use Compatibility studies.</u></b>
14.	<b>7.6.6.3 [Now 7.6.6.4]</b> LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Land Use Policies	Renumber Section 7.6.6.3 Land Use Policies as Section 7.6.6.4 Land Use Policies.
15.	New <b>7.6.6.3</b> LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Functional Policies	Insert a new policy subsection as follows and renumbering the following sections of the plan accordingly:  <b><u>7.6.6.3 Functional Policies</u></b>  <b><u>In addition to the policies in Section 7.5.2 through 7.5.11 and 7.8 of this Plan, the following functional policies apply to the Neyagawa Urban Core Area.</u></b>
16.	New <b>7.6.6.3.1</b> LAND USE STRATEGY,	Insert a new policy subsection as follows:  <b><u>7.6.6.3.1 Transportation</u></b> a) <b><u>A future transit terminal will serve inter-regional bus</u></b>

Item No.	Section	Description of Change
	NEYAGAWA URBAN CORE AREA, Functional Policies, Transportation	<p><b><u>connections along Highway 407 and connect with local transit. The facility should be located adjacent to the 407 Transitway in the area of Neyagawa Boulevard and Highway 407.</u></b></p> <p><b><u>b) The province, the Town, and landowners shall co-operatively explore options for the development of a transit terminal in the area of Neyagawa Boulevard and Highway 407.</u></b></p> <p><b><u>c) The transit terminal location is shown conceptually on Figure NOE 4 Transportation Plan and the location may be moved without amendment to this plan provided it is adjacent to the 407 Transitway.</u></b></p> <p><b><u>d) Changes to the requirements, location or alignment of new transit facilities, pedestrian and cycling facilities and roads shall not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained and intensification opportunities are not precluded.</u></b></p> <p><b><u>e) Development shall align with the existing and planned transportation system including a transit terminal, higher order transit service, active transportation infrastructure, and measures such as transportation demand management.</u></b></p> <p><b><u>f) New road, transit, and active transportation infrastructure shall be provided to accommodate future growth and development.</u></b></p> <p><b><u>g) Development should occur on public roads. 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 addressed.</u></b></p> <p><b><u>h) The location of roads shall be determined through draft plans of subdivision, condominium plans, detailed stormwater management and/or functional servicing studies, Transportation Studies and any other technical studies required to the satisfaction of the Town and Halton Region.</u></b></p> <p><b><u>i) Passenger amenities in buildings adjacent to transit stops, including the transit terminal, should be provided.</u></b></p> <p><b><u>j) Parking</u></b></p> <p><b><u>i. Structured parking, both above and below ground should be provided where feasible. Underground parking structures are preferred.</u></b></p> <p><b><u>ii. Above ground parking structures should be integrated with development, and shall be appropriately sited and screened,</u></b></p>

Item No.	Section	Description of Change
		<p><u>including appropriate landscaping, to the satisfaction of the Town. Active uses at-grade should be provided within parking structures that face a public street and/or outdoor pedestrian amenity space.</u></p> <p><u>iii. Where surface parking is provided, the maximum portion of a lot used for commercial and visitor surface parking shall be determined through implementing zoning. Surface parking shall be appropriately sited and screened to minimize the view of the parking from the street and other pedestrianized amenities.</u></p> <p><u>iv. The Town shall work with the Ministry of Transportation to ensure an approach to the provision of parking for a 407 Transitway Terminal that allows opportunities for parking rate reductions and implementation of stand alone or integrated (mixed-use) parking structures.</u></p> <p><u>k) Development shall incorporate safe, accessible and direct circulation routes to and through the site that connect pedestrians to:</u></p> <ul style="list-style-type: none"> <li><u>i. principal entrances of buildings, amenity areas and parking areas;</u></li> <li><u>ii. public sidewalks and transit facilities;</u></li> <li><u>iii. parks and open space;</u></li> </ul> <p><u>l) Mid-block Connections:</u></p> <ul style="list-style-type: none"> <li><u>i. Development shall promote safe, barrier-free, convenient, and predictable mid-block connections.</u></li> <li><u>ii. The location of mid-block connections should relate to the placement of the buildings, and align with existing or planned transportation (including active transportation) circulation routes.</u></li> <li><u>iii. Mid-block connections may be publicly or privately owned and shall be publicly accessible.</u></li> <li><u>iv. Mid-block connections may be used to support site servicing or site access.</u></li> <li><u>v. Mid-block connections should:</u> <ul style="list-style-type: none"> <li><u>• form uninterrupted connections through a block to allow for continuous transportation opportunities;</u></li> <li><u>• be designed to be universally accessible;</u></li> <li><u>• include appropriate pedestrian-scaled lighting;</u></li> <li><u>• incorporate active transportation infrastructure including</u></li> </ul> </li> </ul>

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		<p><b><u>bicycle parking; and,</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>have appropriate and clear signage and way-finding.</u></b></li> </ul> <p><b><u>m) In addition to policies in Section 7.5.4 i), developments shall have regard for the implementation strategies and guidelines set out in the Town and Region’s Transportation Master Plans.</u></b></p>
17.	<p>New  <b>7.6.6.3.2</b>            LAND USE STRATEGY,            NEYAGAWA URBAN CORE AREA,            Functional Policies,            Stormwater Management</p>	<p>Insert a new policy subsection as follows:</p> <p><b><u>7.6.6.3.2 Stormwater Management</u></b></p> <p><b><u>a) Development shall implement stormwater management techniques and best practices, including low impact development, in accordance with provincial environmental permissions and obligations for municipal stormwater management systems and to the satisfaction of the Town and Conservation Authority as set out within the Environmental Implementation Report / Functional Servicing Study (EIR/FSS) and subsequent updates through detailed design.</u></b></p> <p><b><u>b) Stormwater management facilities that provide Regional event controls shall be publicly owned within town-owned and accessible lands.</u></b></p> <p><b><u>c) Stormwater management should include green infrastructure opportunities to support climate change resiliency.</u></b></p> <p><b><u>d) Where applicable, Parks and open space areas should incorporate green infrastructure that enhances the ecological function of the area and supports stormwater management, including surface or subsurface stormwater facilities where appropriate.</u></b></p>

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18.	<p>New  <b>7.6.6.3.3</b>            LAND USE STRATEGY,            NEYAGAWA URBAN CORE AREA,            Functional Policies,            Urban Design</p>	<p>Insert a new policy subsection as follows:</p> <p><b><u>7.6.6.3.4 Urban Design</u></b></p> <p><b><u>a) 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.</u></b></p> <p><b><u>b) The direction provided through Section 7.5.13 for retail and service commercial uses shall be achieved through the implementing zoning and further implemented through the zoning by-law amendment and site plan processes.</u></b></p>

Item No.	Section	Description of Change
19.	<p><i>New</i>  <b>7.6.6.3.4</b>            LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Functional Policies, Urban Design</p>	<p><b><u>Built Form</u></b></p> <p><b>a) <u>Multiple towers within a block, development site, or adjacent properties should have varying heights to enhance visual interest and contribute to a distinctive skyline.</u></b></p> <p><b>b) <u>For buildings greater than 12 storeys:</u></b></p> <p><b><i>i. <u>should be designed with a slender tower profile and sited to maximize solar energy, ensure adequate sunlight and sky views, minimize wind impacts on pedestrian spaces and adjacent properties, and avoid excessive shadowing on the public realm.</u></i></b></p> <p><b><i>ii. <u>should ensure a pedestrian-oriented built form, and provide active façades oriented to public streets.</u></i></b></p> <p><b><i>iii. <u>along public streets or publicly accessible amenity space, a setback between the podium base and tower portion should be provided to reinforce the character of the public realm.</u></i></b></p> <p><b><i>iv. <u>the distance between the facing walls of towers should be a minimum of 25 metres at the tower base.</u></i></b></p> <p><b><i>v. <u>the distance between facing walls of podiums, where there are windows on both building faces, should be a minimum of 15 metres.</u></i></b></p> <p><b>c) <u>For buildings greater than four storeys, a minimum building separation distance of 15.0 metres should be provided between buildings exceeding four storeys to ensure adequate privacy, natural light, and air circulation.</u></b></p>
20.	<p><b>7.6.6.4 [formerly 7.6.6.3]</b>            LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Land Use Policies</p>	<p>This section was previously renumbered as Section 7.6.6.4. Revise the policy as follows:</p> <p>a) Development will be focused at the intersection of Neyagawa <b><u>Boulevard Blvd.</u></b> and Burnhamthorpe Road <b><u>West / William Halton Parkway</u></b> and visually connected by establishing coherent streetscapes along adjacent sections of Neyagawa <b><u>Boulevard Blvd.</u></b> and Burnhamthorpe Road <b><u>West / William Halton Parkway</u></b> through a number of design features and mechanisms, <del>identified in the applicable urban design guidelines,</del> including provisions for landscaping, signage, street furniture and other features of the public right of way, and guidelines for siting and massing of adjacent buildings. Development will also be physically connected by road, transit, pedestrian and bicycle linkages.</p> <p>b) <del>A mix of uses shall be permitted at the following heights and densities:</del></p>

Item No.	Section	Description of Change
		<ul style="list-style-type: none"> <li>● <del>Minimum density – FSI of 0.5 with the exception of service station sites and as set out in Subsection c);</del></li> <li>● <del>Maximum density – FSI of 2;</del></li> <li>● <del>Medium Density Residential Density – Notwithstanding the foregoing, where medium density residential uses are permitted such development shall have a minimum density of 25 units per net hectare and a maximum density of 75 units per net hectare;</del></li> <li>● <del>Minimum height – 5 metres for a commercial building and generally 3 storeys for other development; and,</del></li> <li>● <del>Maximum height – 8 storeys.</del></li> </ul> <p>e) <del>Where the minimum standards are not proposed to be achieved with the initial development proposals, the applicant shall be required to submit an intensification plan demonstrating how the ultimate density and other objectives for the site can be achieved. The intensification plan shall address:</del></p> <ul style="list-style-type: none"> <li>● <del>the provision of local roads and small blocks;</del></li> <li>● <del>the means to achieve a safe pedestrian and transit friendly streetscape with the initial uses;</del></li> <li>● <del>the siting and orientation of buildings within the block and to the street for the initial development and longer term intensification;</del></li> <li>● <del>the siting and orientation of parking for the initial development and changes to parking to accommodate the intensification process; and</del></li> <li>● <del>the ability to achieve both short term and longer term intensification, the former potentially through intensification around initial buildings or reserved sites and the latter through possible redevelopment of the initial buildings themselves.</del></li> </ul> <p><del>Based on this information, the Town will consider a reduction in the minimum density on specific sites to the following minimum densities:</del></p> <ul style="list-style-type: none"> <li>● <del>0.25 for retail and service commercial uses provided the interim development also complies with the design policies of Section 7.5.16 b) and the land use policies of this section; and</del></li> <li>● <del>0.3 for all other uses.</del></li> </ul>
21.	7.6.6.4 [formerly 7.6.6.3] LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA,	<p>Insert a new policy subsection as follows:</p> <p>b) <b><u>A mix of uses shall be permitted in the Neyagawa Urban Core Area with a range of building heights and densities to support higher order transit.</u></b></p> <p>c) <b><u>Minimum Density</u></b></p>

Item No.	Section	Description of Change
	Land Use Policies	<p><b><u>The Neyagawa Urban Core Area shall achieve an overall minimum density of 160 residents and jobs combined per hectare. The general target proportion should be 85% residents and 15% jobs.</u></b></p> <p><b><u>This minimum density should be achieved through the application of minimum densities per block as identified in Figure 7.6.6.2:</u></b></p> <p><b><u>i) Block 1 – 200 residents and jobs combined per ha</u></b></p> <p><b><u>ii) Block 2 – 200 residents and jobs combined per ha</u></b></p> <p><b><u>iii) Block 3 – 200 residents and jobs combined per ha</u></b></p> <p><b><u>iv) Block 4 – existing</u></b></p> <p><b><u>v) Block 5 - 160 residents and jobs combined per ha</u></b></p> <p><b><u>d) Building Heights</u></b></p> <p><b><u>i. Residential and mixed use development within 50 metres from the north side of Burnhamthorpe Road West / William Halton Parkway and the east and west sides of Neyagawa Boulevard north of Burnhamthorpe Road West / William Halton Parkway right-of-way, shall be a minimum height of 5 storeys, excluding podium elements which may be lower.</u></b></p> <p><b><u>ii. Residential and mixed use development beyond 50 metres from the north side of Burnhamthorpe Road West / William Halton Parkway and the east and west sides of Neyagawa Boulevard north of Burnhamthorpe Road West / William Halton Parkway right-of-way, shall be a minimum height of 3 storeys.</u></b></p> <p><b><u>iii. A maximum height of 18 storeys shall be permitted north of Burnhamthorpe Road West / William Halton Parkway.</u></b></p> <p><b><u>iv. A maximum height of 12 storeys shall be permitted south of Burnhamthorpe Road West / William Halton Parkway.</u></b></p> <p><b><u>v. In addition to policy 7.6.6.3 (iv), east of Neyagawa Boulevard and south of Burnhamthorpe Road West/ William Halton Parkway, heights shall transition down to a maximum of 4 storeys where a building abuts a designation other than Neyagawa Urban Core Area to the south.</u></b></p> <p><b><u>vi. Retail and service Commercial buildings shall have a minimum height of 5 metres.</u></b></p> <p><b><u>vii. Stand-alone retail and service commercial should be located beyond 50 metres from the north side of Burnhamthorpe</u></b></p>

Item No.	Section	Description of Change
		<p><b><u>Road West / William Halton Parkway and the east and west sides of Neyagawa Boulevard north of Burnhamthorpe Road West / William Halton Parkway right-of-way.</u></b></p>
22.	<p>New <b>7.6.6.5</b> LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Cultural Heritage</p>	<p>Insert a new policy subsection as follows:</p> <p><b><u>7.6.6.5 Cultural Heritage</u></b></p> <p><b><u>Proposed development shall be reviewed by the Town to ensure consistency with policies contained in Section 7.4.14.</u></b></p>
23.	<p>New <b>7.6.6.7</b> LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Public Realm and Amenity</p>	<p>Insert a new policy subsection as follows:</p> <p><b><u>7.6.6.7 Public Realm and Amenity</u></b></p> <ul style="list-style-type: none"> <li>a) <b><u>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.</u></b></li> <li>b) <b><u>The public realm shall incorporate barrier-free, and interconnected pedestrian-oriented spaces and routes that enhance walkability and other active transportation year-round and provide quality spaces for public life.</u></b></li> <li>c) <b><u>The locations and delivery of urban squares, promenades, connecting links, and other open spaces shall be coordinated and delivered as development progresses to ensure that these amenities are provided for residents and employees in a timely manner.</u></b></li> <li>d) <b><u>Urban squares, promenades, connecting links, and other open spaces shall be designed, maintained, and operated as:</u></b> <ul style="list-style-type: none"> <li>i. <b><u>Flexible spaces that are passive in programming and oriented to urban activities that occur throughout the day and year-round;</u></b></li> <li>ii. <b><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></b></li> <li>iii. <b><u>An integral part of the public realm by providing convenient active transportation routes and places to gather and facilitate public activity.</u></b></li> </ul> </li> </ul>

Item No.	Section	Description of Change
24.	<p>New  <b>7.6.6.8</b>            LAND USE STRATEGY, NEYAGAWA URBAN CORE AREA, Implementation</p>	<p>Insert a new policy subsection as follows:</p> <p><b><u>7.6.6.8 Implementation</u></b></p> <p><b><u>In addition to the policies in Section 7.10 of this Plan, the following implementation policies apply.</u></b></p> <p>a) <b><u>Phasing/Transition</u></b></p> <p><b><u>Development shall be coordinated with the provision of infrastructure, including:</u></b></p> <ul style="list-style-type: none"> <li>i. <b><u>transit (conventional and higher order rapid transit);</u></b></li> <li>ii. <b><u>street network capacity;</u></b></li> <li>iii. <b><u>pedestrian and cycling facilities;</u></b></li> <li>iv. <b><u>water and wastewater services;</u></b></li> <li>v. <b><u>stormwater management services and capacities;</u></b></li> <li>vi. <b><u>streetscape improvements;</u></b></li> <li>vii. <b><u>parks and open space;</u></b></li> <li>viii. <b><u>public realm enhancements; and,</u></b></li> <li>ix. <b><u>utilities;</u></b></li> </ul> <p>b) <b><u>Further to subsection (a) above, the timing of development shall be subject to the availability of required infrastructure, including but not limited to future transportation network improvements and stormwater, water and wastewater services.</u></b></p> <p>c) <b><u>Initial phases of development shall not preclude the achievement of a compact, pedestrian-oriented and transit-supportive urban form.</u></b></p> <p>d) <b><u>The development of land shall have regard for potential redevelopment of adjacent lands.</u></b></p> <p>e) <b><u>Redevelopment of lands should maintain established retail and service commercial uses.</u></b></p> <p>f) <b><u>Interim service commercial uses located in stand-alone buildings are expected to redevelop over time. Development applications should demonstrate development potential through an intensification plan.</u></b></p>

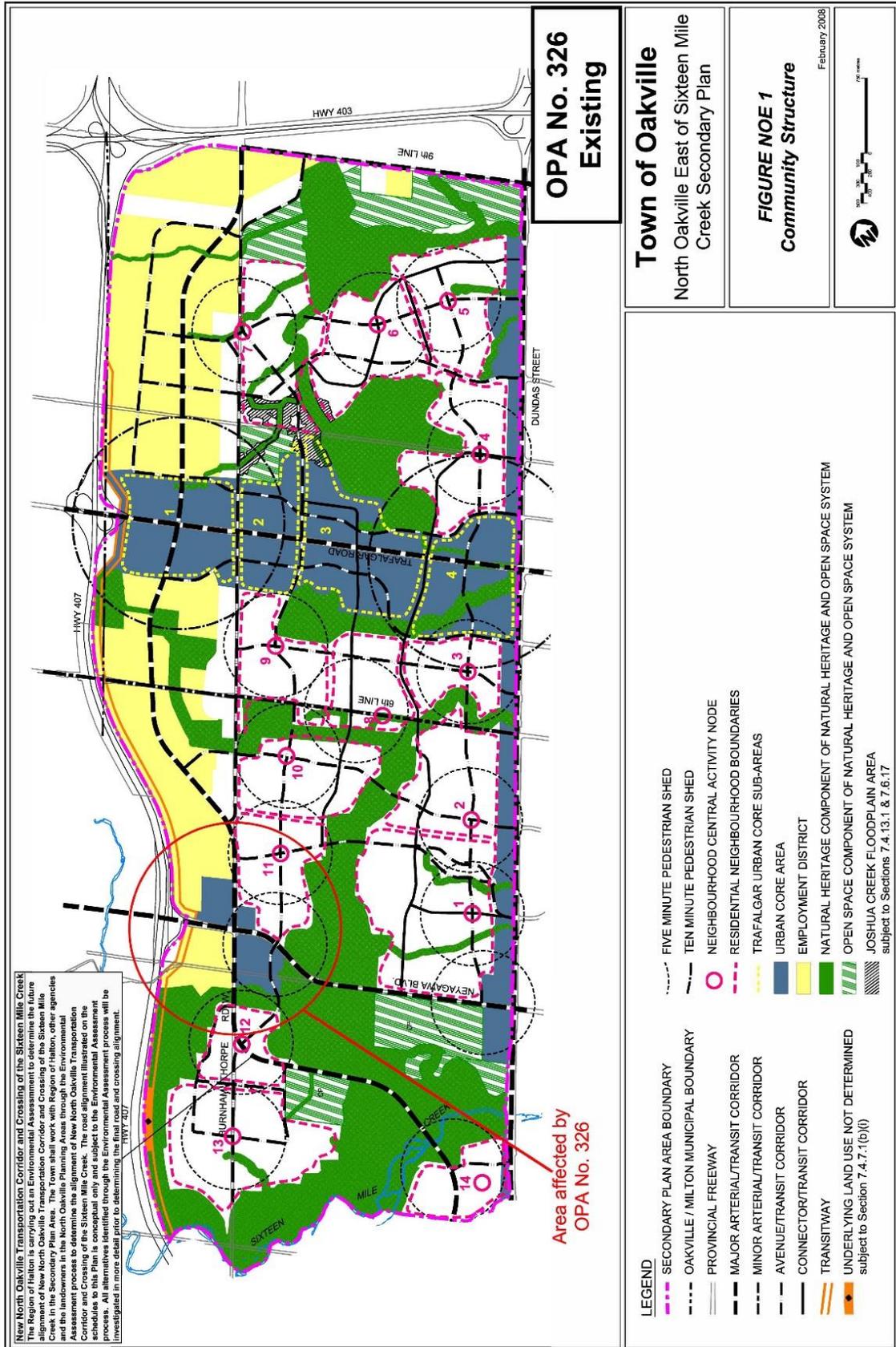
**B. Figure Changes**

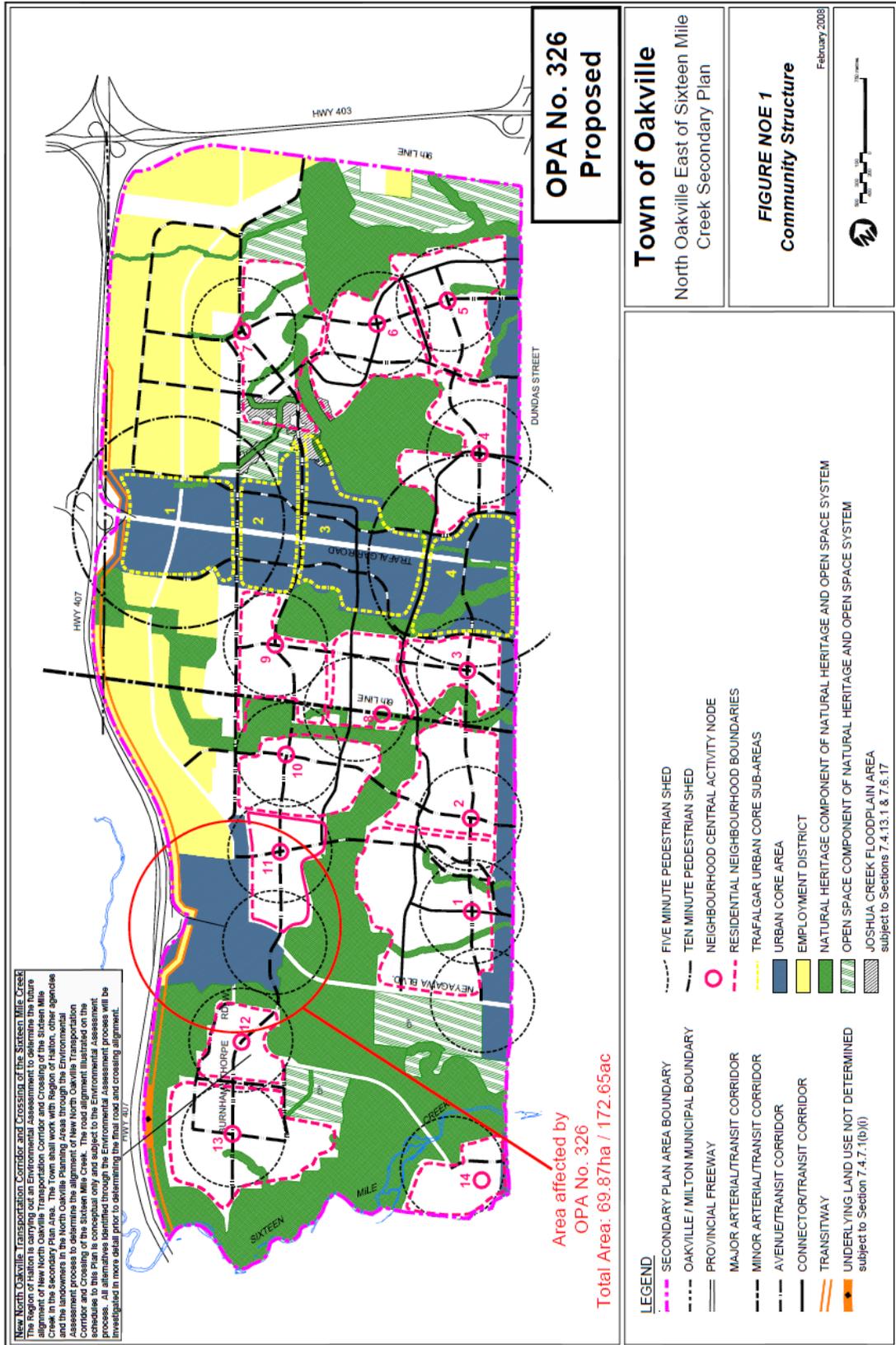
The amendment includes the changes to the figures of the 1984 Oakville Official Plan’s North Oakville East Secondary Plan as indicated in the following table and

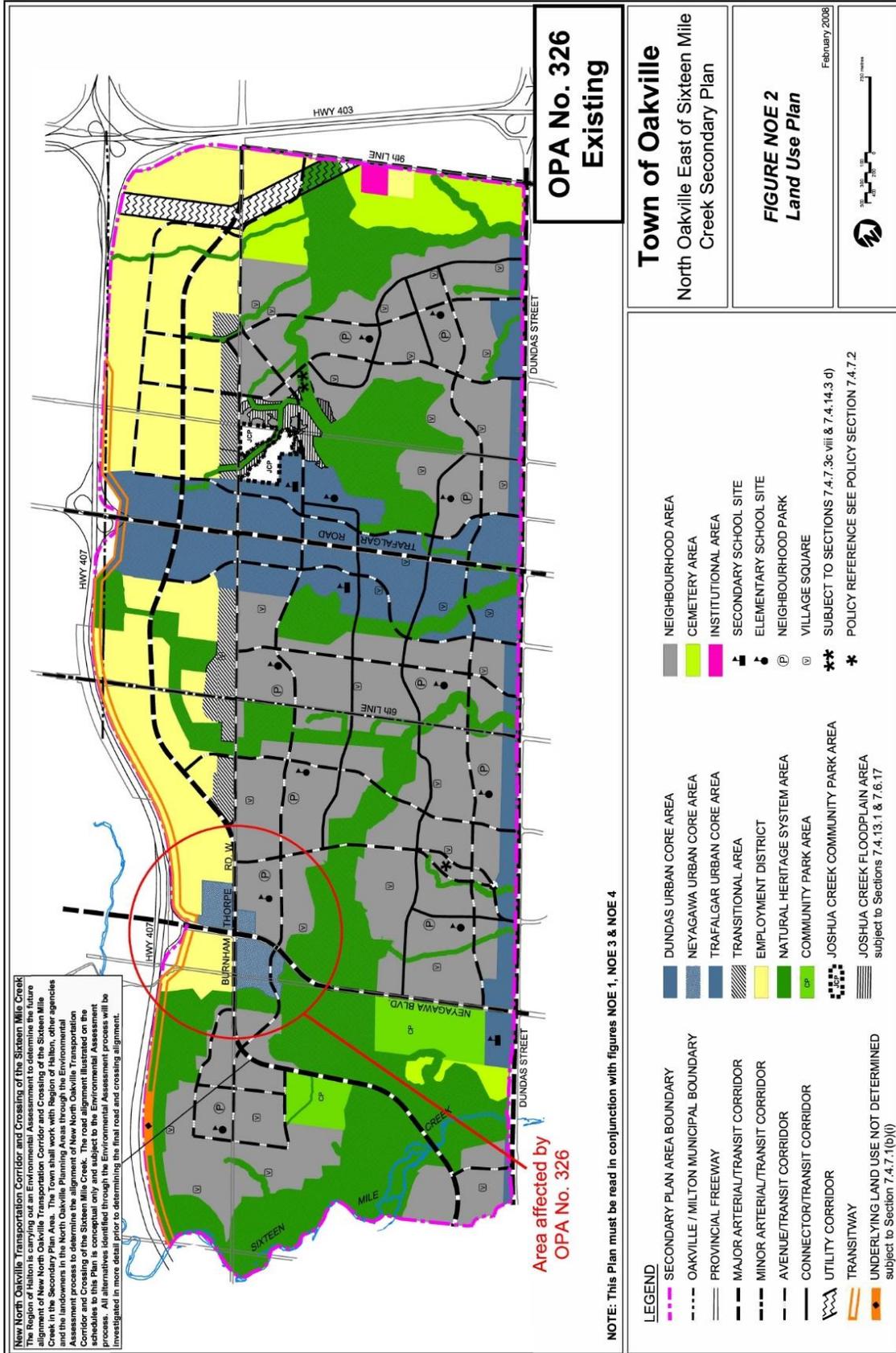
shown in **Attachment 1**. Notwithstanding the replacement of existing schedules or the insertion of new schedules, changes are limited to the subject lands identified in **Appendix “A”** to By-law 2025-005.

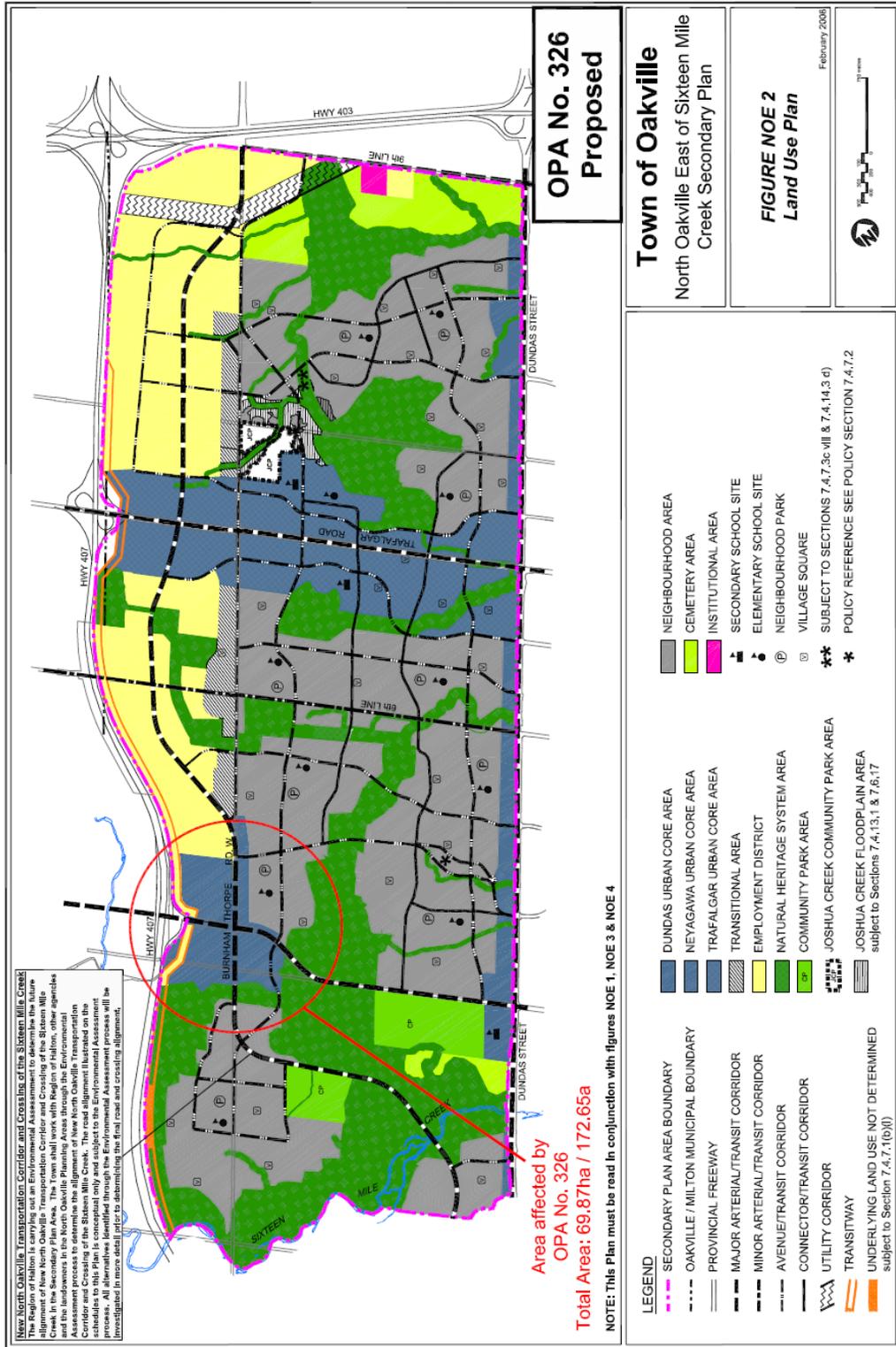
Item No.	Figure	Description of Change
1.	North Oakville East Secondary Plan, Figure NOE1, Community	Delete the Existing Figure and replace it with the Proposed Figure as shown in Attachment 1.
2.	North Oakville East Secondary Plan, Figure NOE2, Land Use Plan	Delete the Existing Figure and replace it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

**Attachment 1 to OPA 326 to the 1984 Official Plan**  
**Changes to the Figures of the 1984 Oakville Official Plan's**  
**North Oakville East Secondary Plan**









**OPA No. 326  
Proposed**

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

**FIGURE NOE 2  
Land Use Plan**



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**Appendix “C” to By-law 2025-005**

**Official Plan Amendment Number 45  
to the Livable Oakville Official Plan**

**Constitutional Statement**

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number 45 to the Livable Oakville Official Plan.

**Part 1 – Preamble**

**A. Subject Lands**

The proposed Official Plan Amendment (OPA) relates to the lands located at the intersection of Neyagawa Boulevard and Burnhamthorpe Road West / William Halton Parkway as identified in **Appendix “A”** to By-law 2025-005.

**B. Purpose and Effect**

The purpose of the proposed OPA is to update Schedule A1, Urban Structure, to the Livable Oakville Plan to identify the Neyagawa Urban Core Area as defined through the Neyagawa Urban Core Review as “Nodes and Corridors.” The effect of this change will be that this area will be identified as 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 326 to the 1984 Official Plan’s North Oakville East Secondary Plan Area.

**C. Background and Basis**

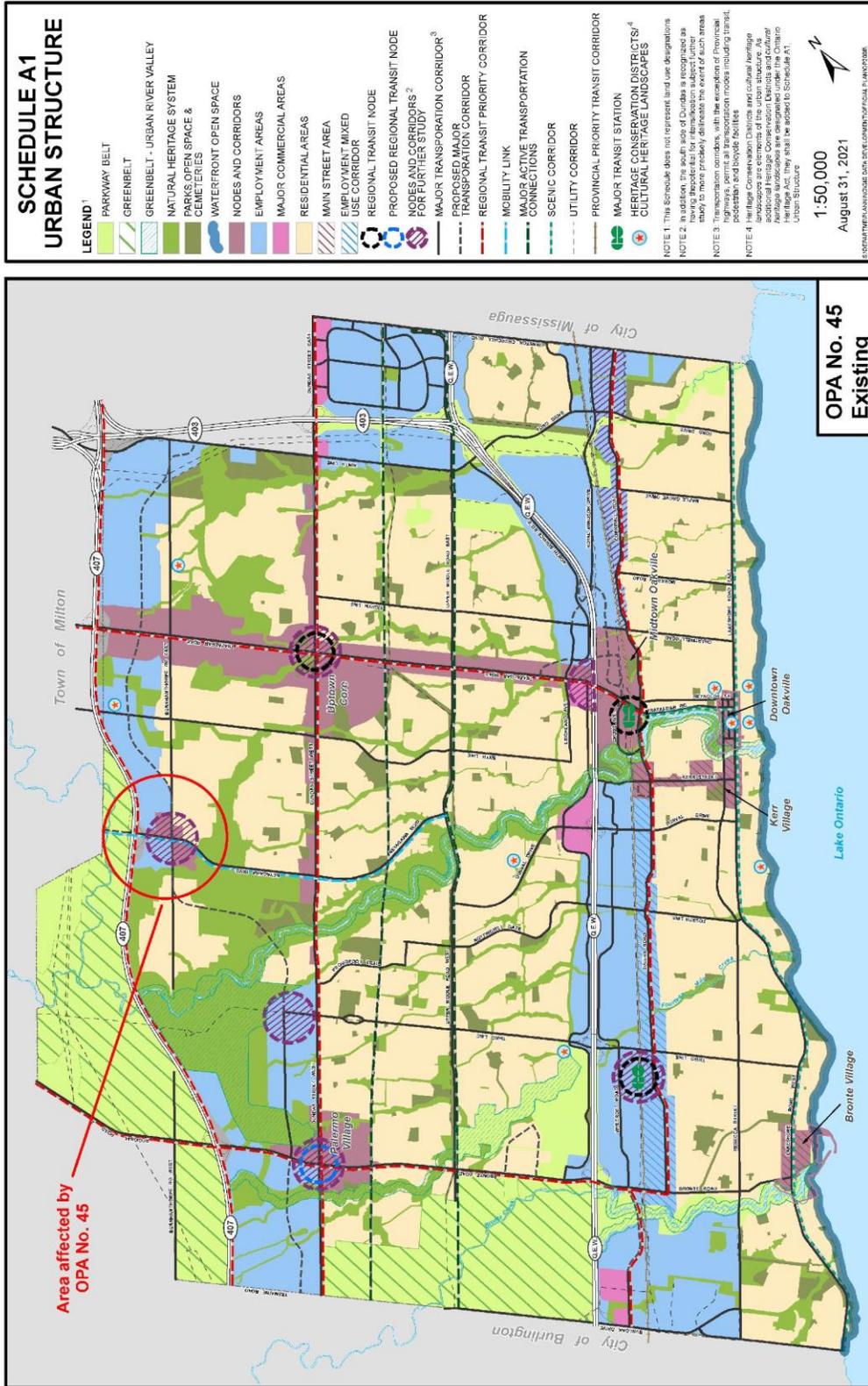
- The Neyagawa Urban Core is an element identified in the urban structure as a “Node for Further Study”. Livable Oakville, Section 3.6 Urban Structure, Nodes and Corridors, states:
  - “For those areas identified on Schedule A1 – Urban Structure as Nodes and Corridors for Further Study, future review 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.

- An OPA to Livable Oakville is required to change the boundary of the Neyagawa Urban Core Area and re-designate the lands within the A1 – Urban Structure Schedule of Livable Oakville from “Node for Further Study” to “Nodes and Corridors”.

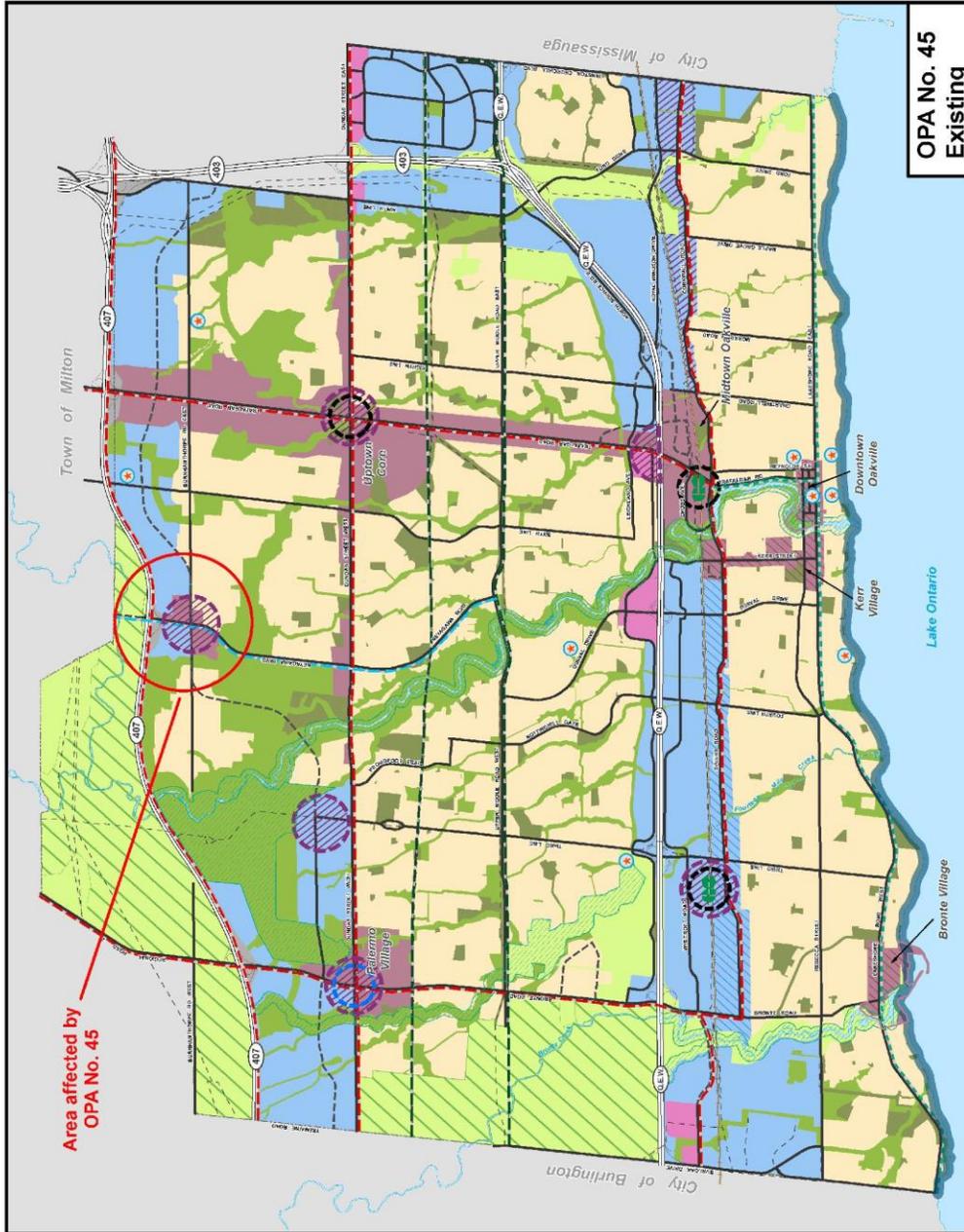
## **Part 2 – The Amendment**

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 45 to the Livable Oakville Official Plan  
Changes to Schedule A1, Urban Structure**



**Area affected by OPA No. 45**



**OPA No. 45 Existing**

### SCHEDULE A1 URBAN STRUCTURE

**LEGEND<sup>1</sup>**

-  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
-  PROPOSED LOCAL TRANSIT NODE
-  PROPOSED LOCAL TRANSIT NODE
-  MAJOR TRANSPORTATION CORRIDOR<sup>3</sup>
-  PROPOSED MAJOR TRANSPORTATION CORRIDOR
-  REGIONAL TRANSIT PRIORITY CORRIDOR
-  MOBILITY LINK
-  MAJOR ACTIVE TRANSPORTATION CONNECTIONS
-  SCENIC CORRIDOR
-  UTILITY CORRIDOR
-  PROVINCIAL PRIORITY CORRIDOR
-  MAJOR TRANSIT STATION
-  HERITAGE CONSERVATION DISTRICTS/<sup>4</sup> CULTURAL HERITAGE LANDSCAPES

**NOTE 1:** The Schedule does not represent land use designations.

**NOTE 2:** In addition, the south side of Dundas is recognized as a Provincial Priority Corridor. This area is shown in the 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.

**NOTE 4:** Heritage Conservation Districts and cultural heritage landscapes are elements of the urban structure. As such, they are not subject to the Urban Structure Act. They shall be added to Schedule A1, Urban Structure.

1:50,000  
August 31, 2021

