

# Neyagawa Urban Core Review

Recommended Official Plan Amendments

## Recommendation Meeting



Agenda Item 7.2

Planning and Development Council

March 3, 2025

# Agenda

- Summary of Recommendation
- Study location
- Timeline
- Policy context
- Updates to recommended Official Plan Amendments
- Recommendation

# Summary of Recommendation

- That the recommended town-initiated Official Plan Amendment Number 45 (OPA 45) and Official Plan Amendment Number 326 (OPA 326) be adopted
- That By-law 2025-005 to adopt the recommended OPAs be passed
- Council has considered all written and oral submissions relating to this matter and that those comments have been appropriately addressed
- Forward the 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



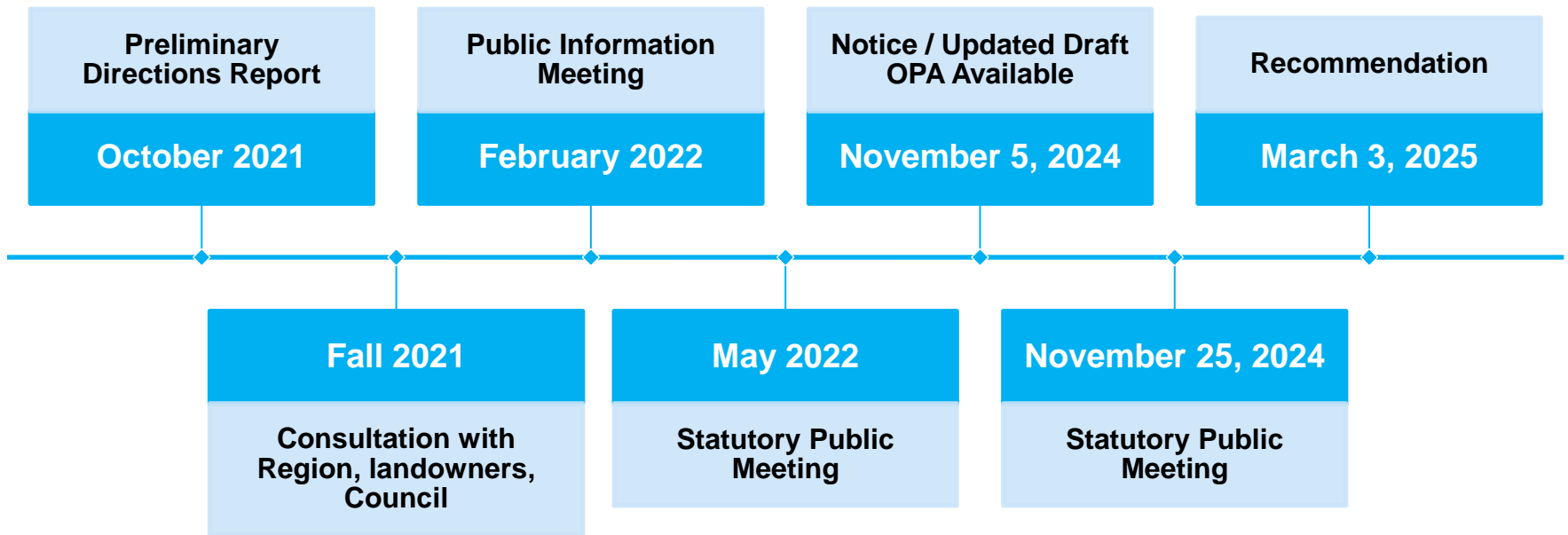
# Study Area Location



# Study Area Boundary



# Timeline



# Policy and Planning Context

## Province of Ontario

- *Planning Act*
- Provincial Planning Statement, 2024

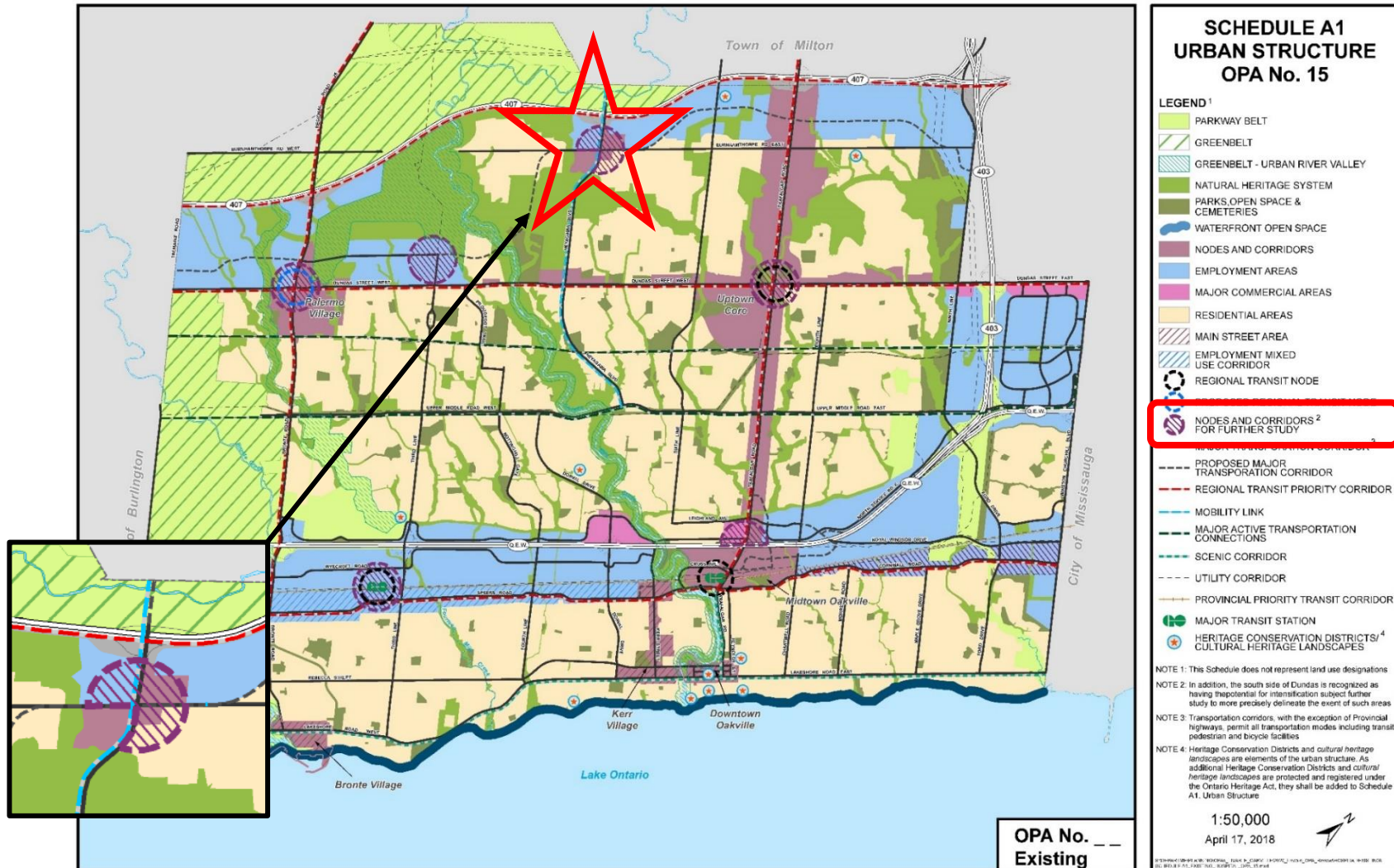
## Town of Oakville

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





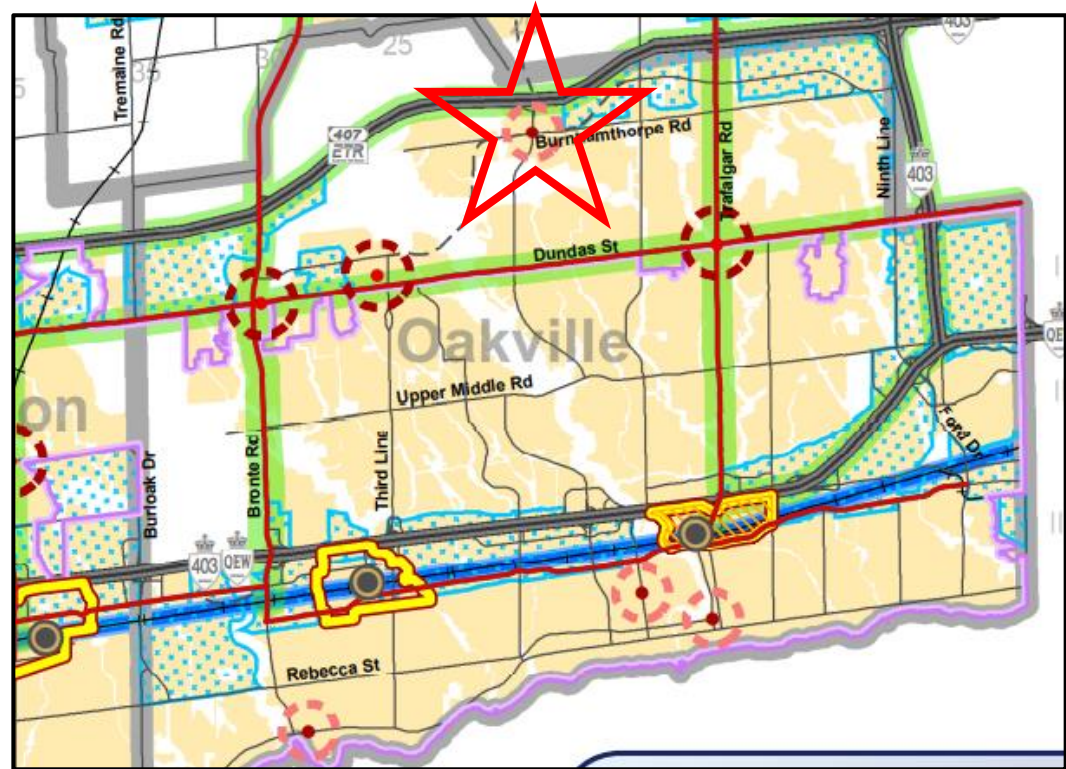
# Town-Wide Urban Structure



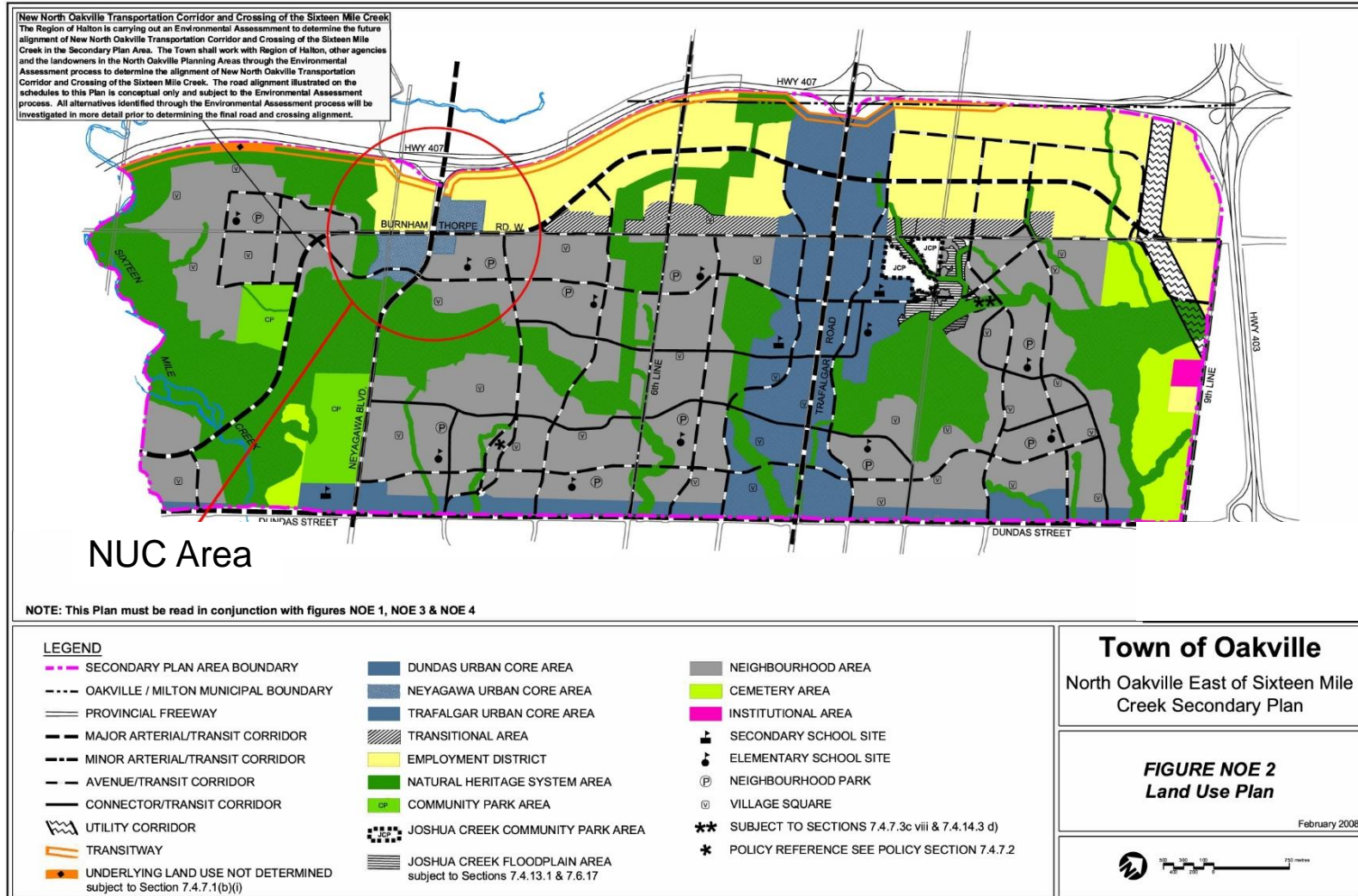


# Regional Official Plan

- Neyagawa Urban Core as Primary Regional Node / Strategic Growth Area
- 160 residents and jobs per ha and a general target proportion of 85% to 15%



# North Oakville East Secondary Plan



# 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





# Neyagawa Urban Core Review

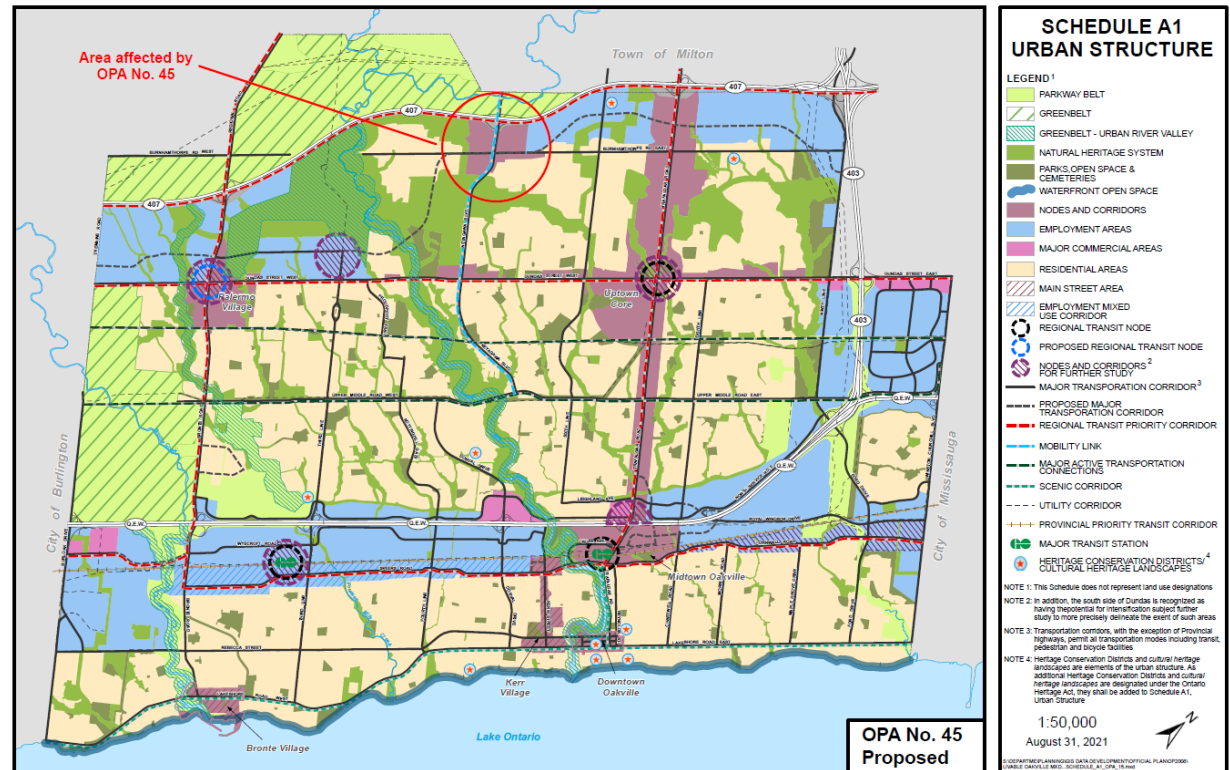
- Delineate the growth area boundary
- Determine appropriate mix of land uses, scale & density
- Support consideration of future 407 Transitway station
- Planning for a mixed-use, transit-supportive, complete community

# Recommended 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

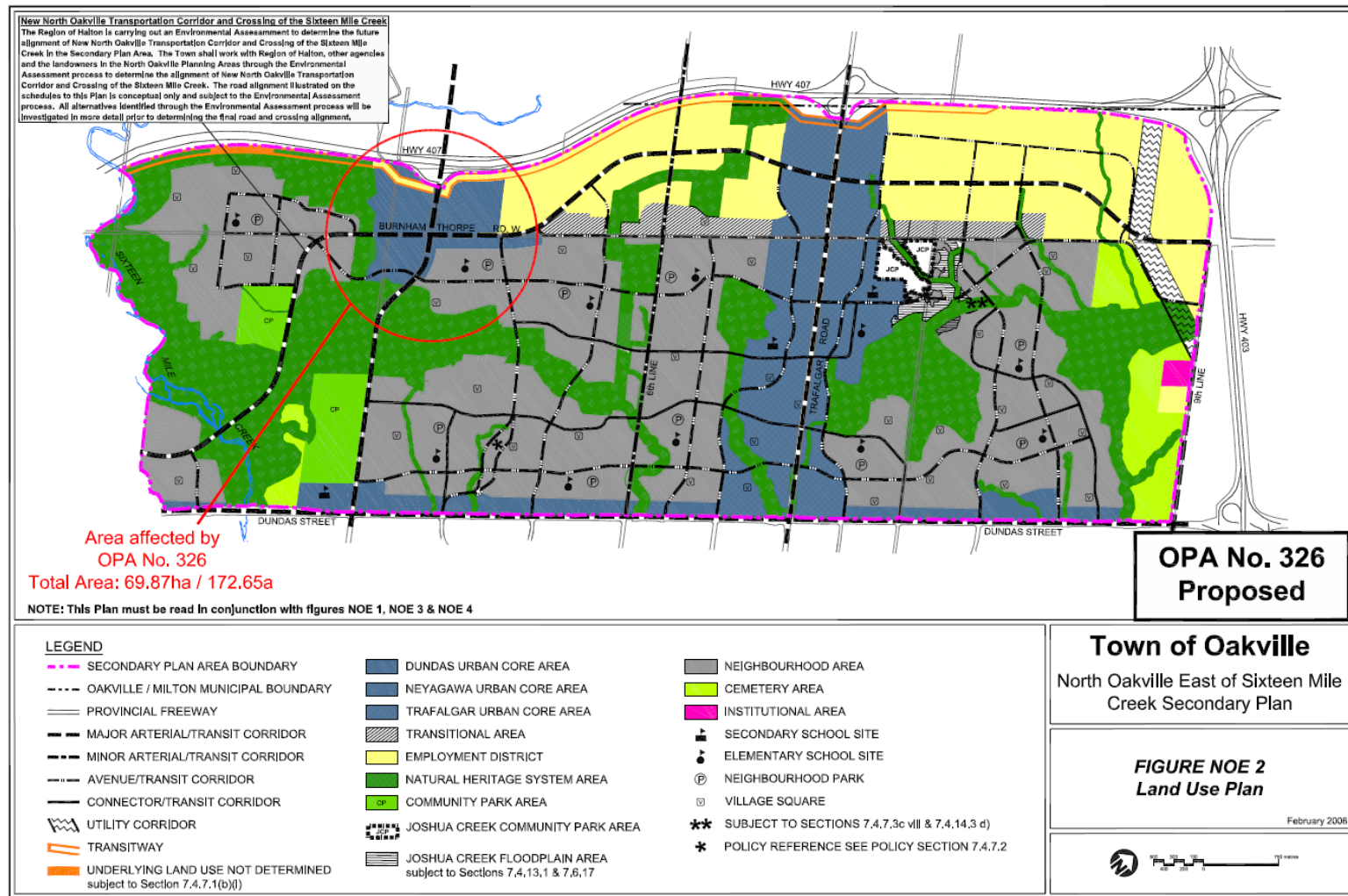
# OPA 45 – Livable Oakville

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

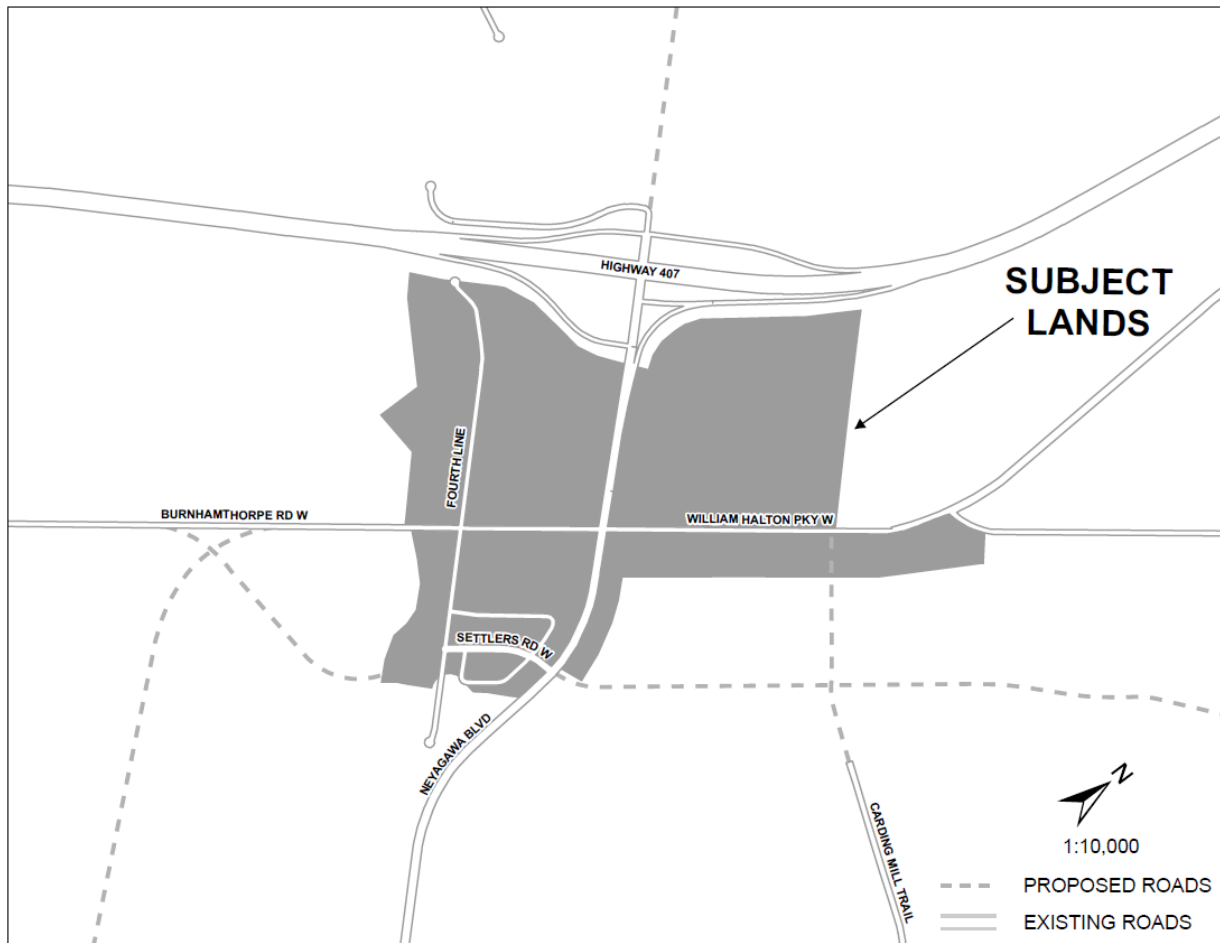




# OPA 326 - NOESP

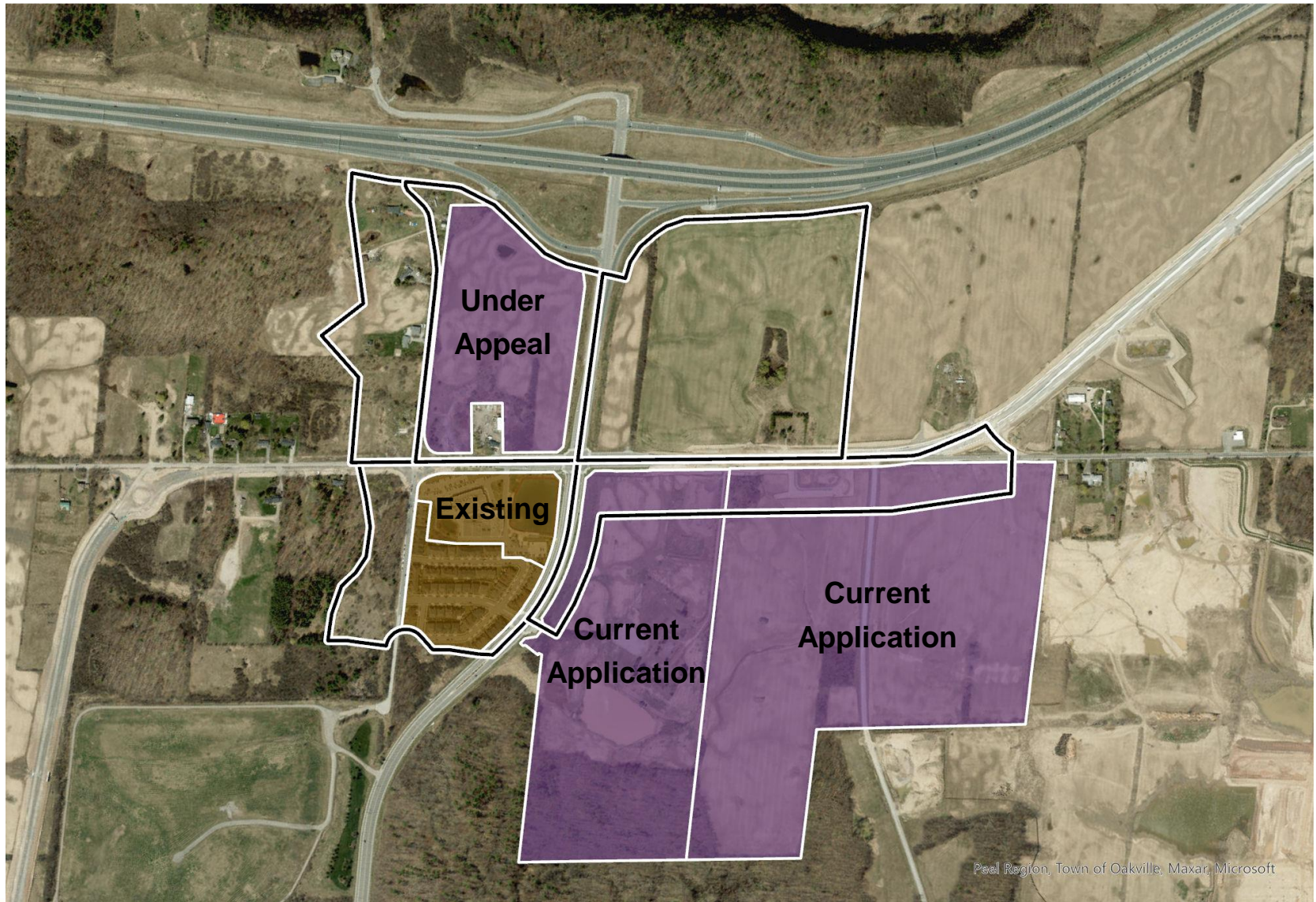


# Updated NUC Area Boundary





# Existing Development and Applications





# Topics further explored

- Density and heights
- Urban Design
- Commercial and Interim Uses
- Land Use Compatibility
- Transit Terminal
- Road Upgrades
- Parks and Open Space / Public Realm
- Amenities
- Stormwater Management and Green Infrastructure

# Summary of Revisions

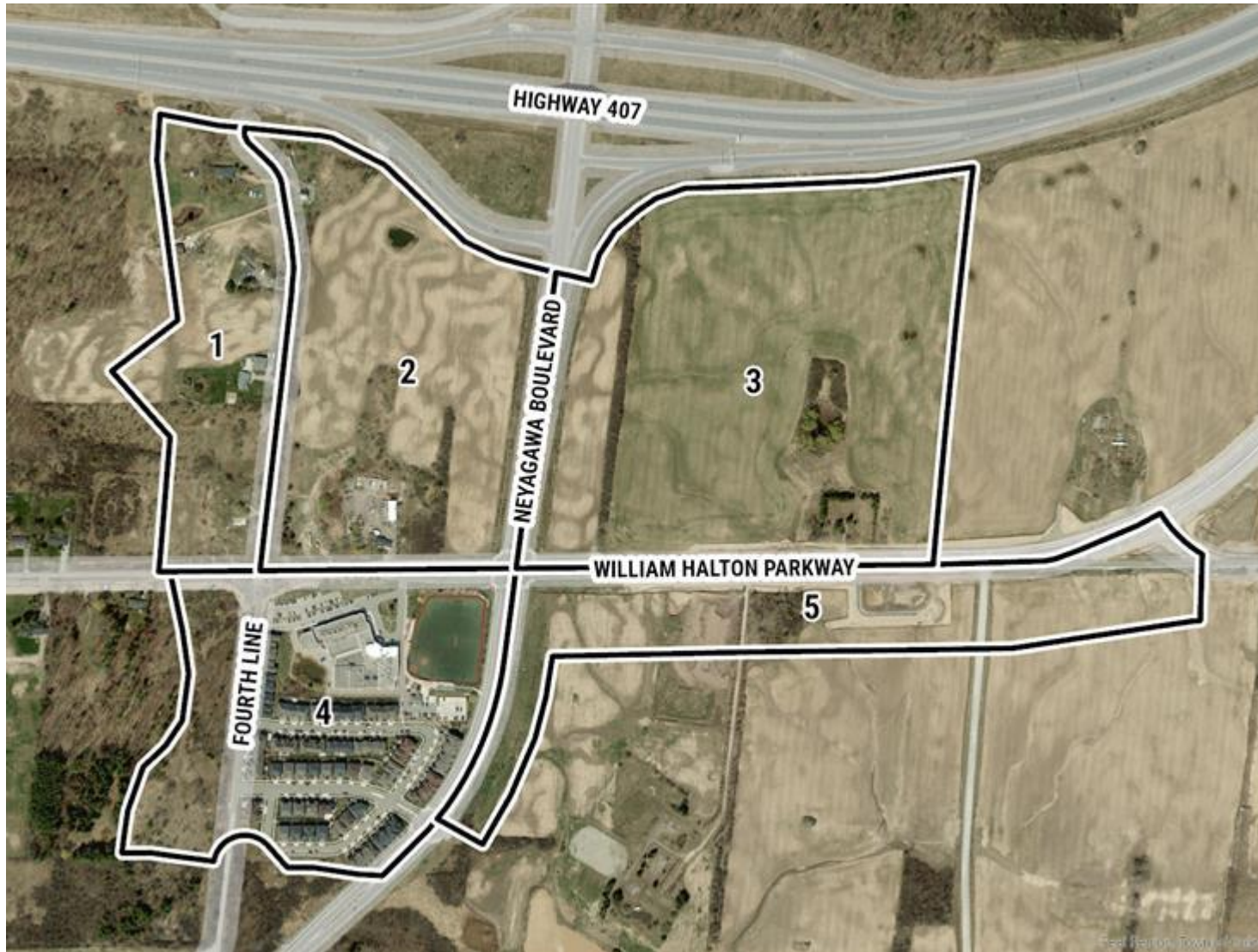
- Updated wording and simplified policies for clarity
- Updated the minimum commercial requirements to clarify distributions across blocks of the NUC
- Clarified where single storey stand-alone commercial uses may be located
- Clarified language related to the delivery of a transit terminal
- Clarified language related to the delivery of roads
- Clarified stormwater management language to remove policies captured in other parts of the North Oakville East Secondary Plan and to clarify that requirements will be implemented as set out within the EIR/FSS and subsequent updates through detailed design.

# Summary of Revisions

- Introduced minimum densities by block to assist in achieving the overall minimum density of 160 residents and jobs per hectare across all of the NUC
- Updated height policies for south of Burnhamthorpe Road West/ William Halton Parkway to require a transition to 4 storeys for the portions of a building that abut a designation other than the Neyagawa Urban Core to the south
- Revised built form policies to eliminate undefined terms and add clarity
- Clarified that development should be accompanied by public realm features
- Removed language related to the Master Parkland Agreement



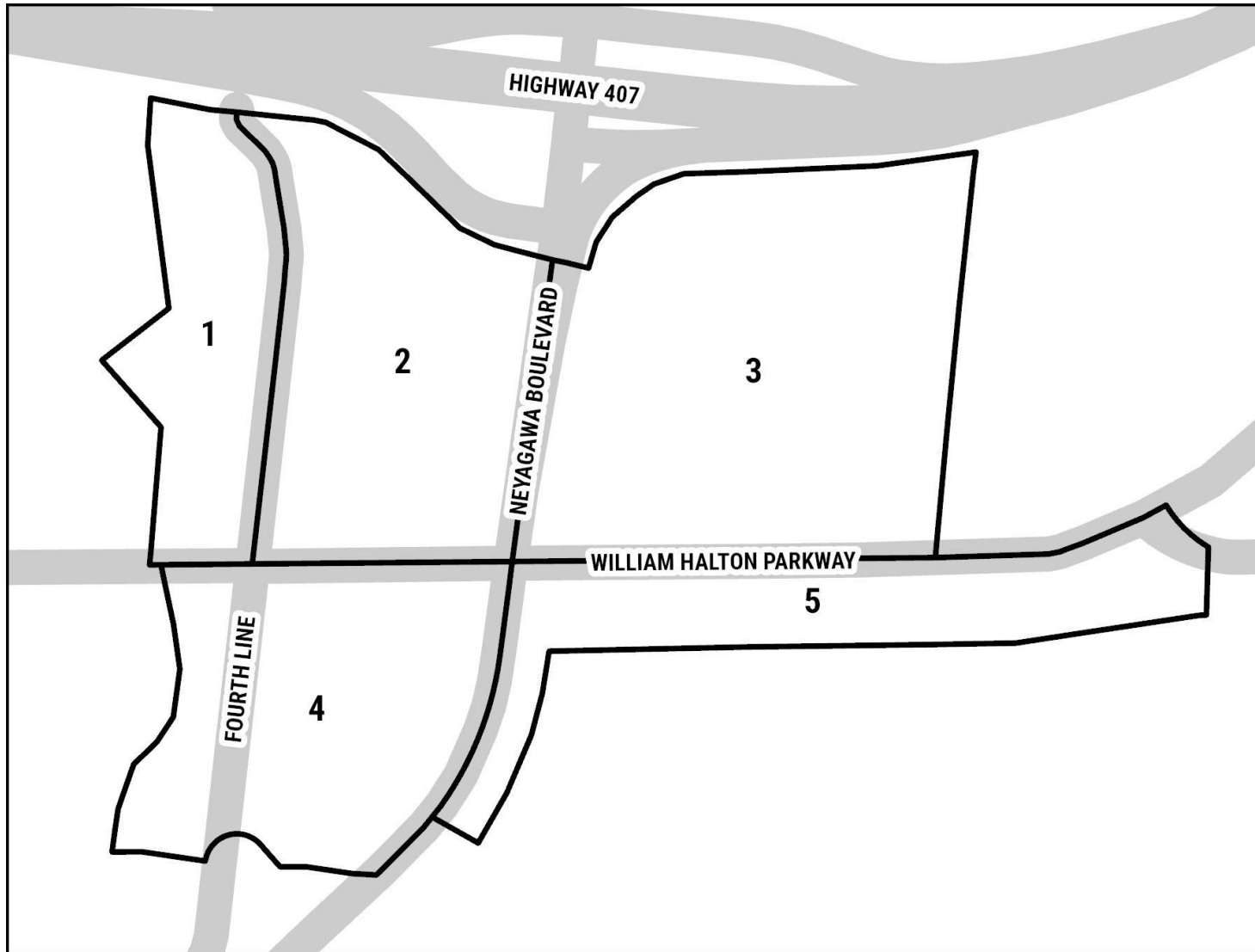
# Block Map



# Density

- 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.

# Density by Block



# Heights & Urban Design

- For Residential / Mixed Use:
  - 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
  - Max. 18 storeys north of Burnhamthorpe Rd. W
  - Max. 12 storeys south of Burnhamthorpe Rd. W
    - Transition to 4 storeys
- Guidance for buildings greater than 12 storeys



# Retail and Service Commercial and Interim Uses

- Minimum retail and service commercial overall and by block (Policy 7.6.6.2(g))
- Guidance for the development of interim stand-alone retail and service commercial uses (Policy 7.6.6.2(d))
- Minimum height of 5 metres (Policy 7.6.6.4(d)(vi))
- Stand-alone buildings located outside area reserved for min. 5 storey mixed use buildings

# Parks and Open Space / Public Realm

- Master Parkland Agreement
- Strong Public Realm Policies
  - *Policy 7.6.6.7(c) 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.*

# Policy Conformity

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

# Recap

- Summary of Recommendation
- Study location
- Timeline
- Policy context
- Updates to recommended Official Plan Amendments
- Recommendation



# Recommendation

- That the recommended town-initiated Official Plan Amendment Number 45 (OPA 45) and Official Plan Amendment Number 326 (OPA 326) be adopted on the basis that they are consistent with the Provincial Planning Statement, conform or do not conflict with applicable Provincial Plans, the Region of Halton Official Plan, the Livable Oakville Plan and 1984 Official Plan, have regard for matters of Provincial interest, and represent good planning for the reasons set out in the report “Recommendation Report - Town-initiated Official Plan Amendments, Neyagawa Urban Core Review, File No. 42.15.60 – March 3, 2025” from the Planning and Development department;
- That By-law 2025-005, a by-law to adopt Official Plan Amendment Number 45 (OPA 45) to amend the Livable Oakville Plan Schedule A1 and Official Plan Amendment Number 326 (OPA 326) to amend the North Oakville East Secondary Plan to update schedules to identify Neyagawa Urban Core strategic growth area and designate the lands as “Neyagawa Urban Core Area” and introduce enabling land use, functional and implementation policies, be passed;

# Recommendation

- That notice of Council's decision reflects that Council has fully considered all written and oral submissions relating to this matter and that those comments have been appropriately addressed; and
- That the report titled "Recommendation Report - Town-initiated Official Plan Amendments, Neyagawa Urban Core Review, File No. 42.15.60 – March 3, 2025" 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.



# Table 1: Modeling Results – Residents and Jobs

Block	Gross Area	Residents		Jobs		Residents & Jobs	Residents & Jobs per hectare
1	8.0	1,494	91%	152	9%	1,646	206
2	14.7	2,800	92%	238	8%	3,038	206
3	22.9	3,720	75%	1,056	25%	4,776	209
4	13.9	392	82%	85	18%	477	34
5	10.5	3,189	97%	110	3%	3,299	313*
Total	70.0	11,595	88%	1,641	12%	13,236	189

## Notes

- There is no timeframe associated with the above modeling and is not expected to be achieved until after 2051.
- \*Block 5 is based on concepts submitted by the landowners during review and consideration of their recent development applications. The anticipated density based on these concepts meets and exceeds the minimum density requirements of the recommended OPA for this block.



# Modeling Characteristics by Block

Block	1	2	3	4	5
<b>Buildings</b>	<ul style="list-style-type: none"> <li>2 mixed-use (16 storeys)</li> <li>2 mid-rise (8 storeys)</li> <li>townhouses</li> </ul>	<ul style="list-style-type: none"> <li>6 mixed-use (18 storeys)</li> <li>2 mid-rise (10, 12 storeys)</li> <li>townhouses</li> </ul>	<ul style="list-style-type: none"> <li>8 mixed-use (18 storeys)</li> <li>3 mid-rise (12 storeys)</li> <li>townhouses</li> <li>commercial plaza with hotel</li> </ul>	<ul style="list-style-type: none"> <li>private high school</li> <li>townhouses</li> </ul>	<ul style="list-style-type: none"> <li>8 mid-rise buildings (12 storeys)</li> <li>townhouses</li> <li>commercial plaza</li> </ul>
<b>Retail Locations</b>	<ul style="list-style-type: none"> <li>groundfloor of 1 mixed-use building</li> </ul>	<ul style="list-style-type: none"> <li>groundfloor of 3 mixed-use building</li> </ul>	<ul style="list-style-type: none"> <li>groundfloor of 6 mixed-use building</li> <li>commercial plaza</li> </ul>		<ul style="list-style-type: none"> <li>groundfloor of 1 mid-rise building</li> <li>commercial plaza</li> </ul>
<b>Podium Non-Retail Commercial GFA**</b>	<ul style="list-style-type: none"> <li>a podium level in 2 mixed-use buildings (along WHP*)</li> </ul>	<ul style="list-style-type: none"> <li>a podium level in 3 mixed-use buildings (along WHP*)</li> </ul>	<ul style="list-style-type: none"> <li>a podium level in 5 mixed-use buildings (along WHP*)</li> </ul>		
<b>Retail Groundfloor GFA**</b>	2,924 sqm	2,928 sqm	7,728 sqm	-	1,179 sqm
<b>Retail Commercial Plaza GFA**</b>	-	-	21,789 sqm	-	3,620 sqm
<b>Podium Non-Retail Commercial GFA**</b>	2,321 sqm	4,668 sqm	10,414 sqm	-	-

\*WHP = William Halton Parkway

\*\*GFA = Gross Floor Area

## Assumptions:

- Retail jobs: 37 sqm per job
- Non-retail Podium Commercial jobs: 23 sqm per job
- Floorspace efficiency: 85%

## Appendix D: Oakville Transit Frequent Transit Network

