



OAKVILLE

APPENDIX A

REPORT

PLANNING AND DEVELOPMENT COUNCIL MEETING

MEETING DATE: FEBRUARY 12, 2018

FROM: Planning Services Department

DATE: January 22, 2018

SUBJECT: Statutory Public Meeting Report - Town-Initiated Proposed Official Plan Amendments - North Oakville East Secondary Plan and North Oakville West Secondary Plan - North Oakville Secondary Plans Review, File No. 41.15.56

LOCATION: North Oakville: north of Dundas Street, south of Highway 407, west of Ninth Line and east of Tremaine Road.

WARD: Multiple Wards: 4,5,6

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RECOMMENDATION:

That comments from the public with respect to the town-initiated proposed Official Plan Amendments to the North Oakville East Secondary Plan and the North Oakville West Secondary Plan (File No. 42.15.56) be received.

KEY FACTS:

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

- This report provides the basis and rationale for town-initiated official plan amendments (OPAs) to the North Oakville East and West Secondary Plans.
- The OPAs focus on matters to be addressed in the short-term resulting from the North Oakville Secondary Plans Review, a component of the town's ongoing Official Plan Review.
- The purpose of the OPAs is to propose revisions to the North Oakville East and West Secondary Plans that:
 - address conformity with the Growth Plan for the Greater Golden Horseshoe and consistency with the Provincial Policy Statement, and
 - provide greater certainty for development in North Oakville to achieve a complete community, to support transit viability, to support a mix of uses and a diverse range and mix of housing options.

- This report includes the following sections: Background and history, Policy framework of the provincial, regional and local policy basis and rationale for the proposed OPAs and Policy analysis including short-term matters to be addressed in the OPAs.

BACKGROUND:

North Oakville Planning History

The area of North Oakville includes the lands located north of Dundas Street and south of Highway 407, between Ninth Line in the east and Tremaine Road in the west. These lands were identified and planned for urban growth in 1987 through a comprehensive process undertaken by Halton called the Halton Urban Structure Plan (HUSP).

The HUSP process examined growth potential and infrastructure servicing options across Halton and the local municipalities of the Town of Halton Hills, Town of Milton, City of Burlington and the Town of Oakville. The outcome of that process recommended a regional structure that identified North Oakville as an urban expansion area and overall reflected an understanding by the region and the local municipalities of the connection between sustainable growth and the need to support that growth with appropriate infrastructure and a related financial strategy to pay for the required infrastructure (Figure 1).

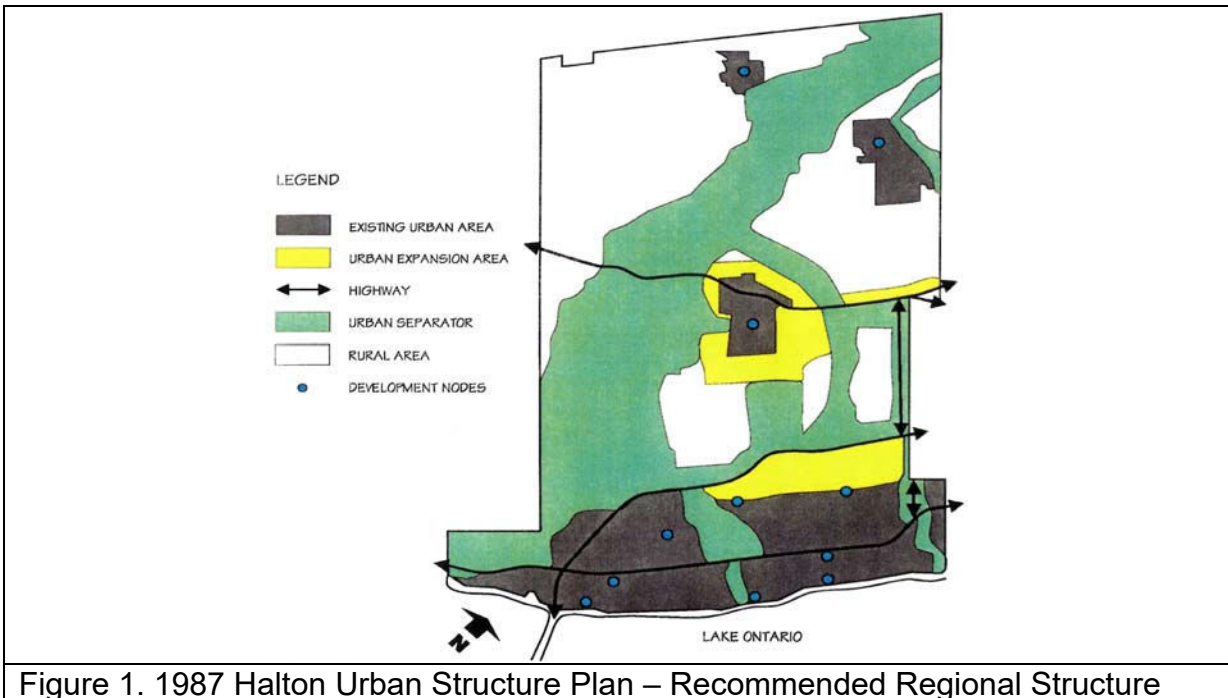


Figure 1. 1987 Halton Urban Structure Plan – Recommended Regional Structure

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Following the HUSP recommended regional structure in 1987, the Town of Oakville undertook a comprehensive land use planning process for North Oakville through the 1990's and 2000's that involved extensive public consultation and participation, numerous background and technical studies, and detailed analysis of issues and policy development.

This planning process resulted in the North Oakville East Secondary Plan (NOESP) and the North Oakville West Secondary Plans (NOWSP), known collectively as the "North Oakville Plans." It should be noted that the North Oakville Plans rely on policies from the 1984 Town of Oakville Official Plan (2006 Consolidation) and are not part of the Livable Oakville Plan (2009 Town of Oakville Official Plan). In this sense, the town has two official plans in effect (Figure 2).

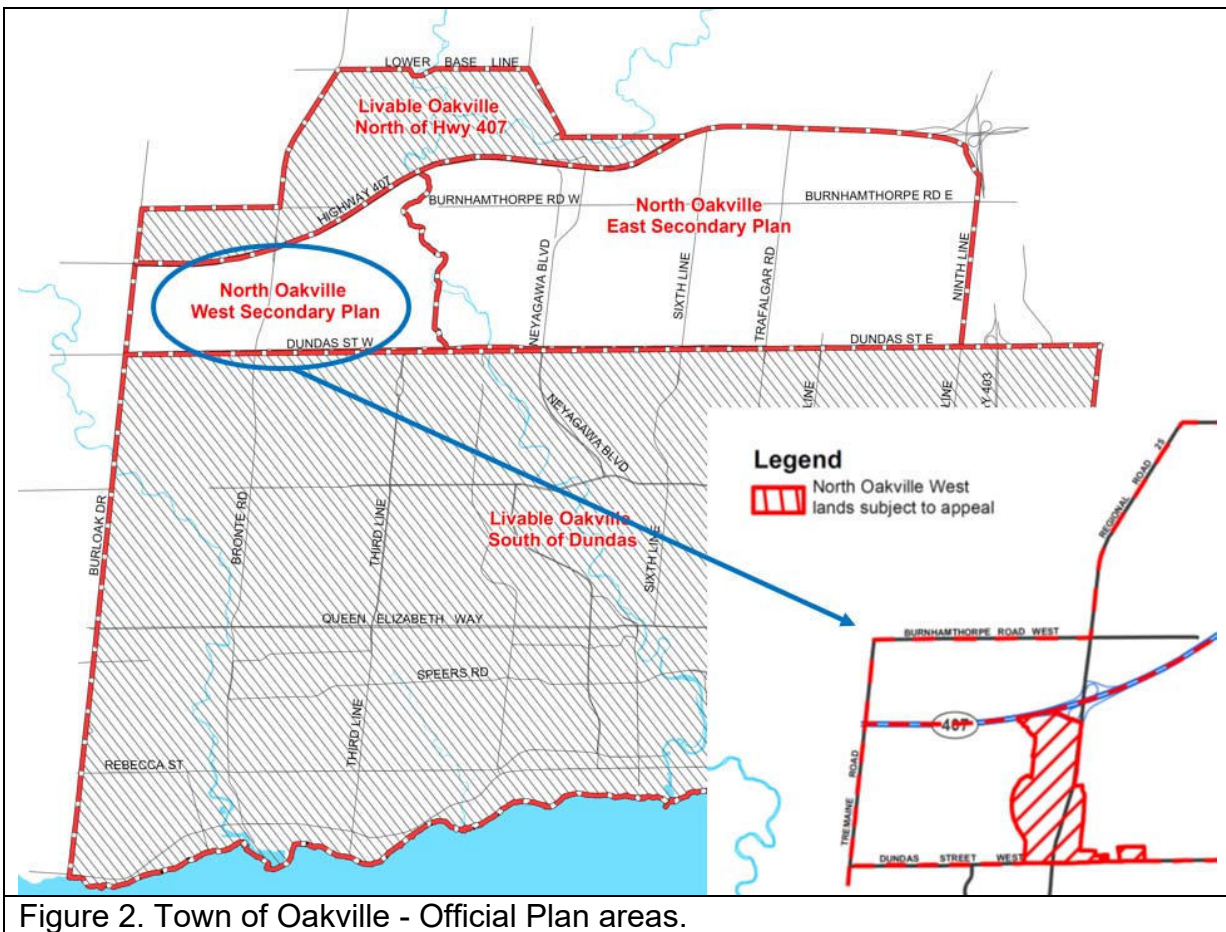


Figure 2. Town of Oakville - Official Plan areas.

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Overview of the North Oakville Plans

The North Oakville Plans provide a planning framework for the lands north of Dundas Street and south of Highway 407, between Ninth Line in the east and Tremaine Road in the west.

The NOESP was approved by the Ontario Municipal Board (OMB) in January 2008. It predates the original 2006 Growth Plan and was developed to have regard for the 1997 Provincial Policy Statement. The NOWSP was approved in May 2009 and was developed to conform to the 2006 Growth Plan and to be consistent with the 2005 Provincial Policy Statement.

The North Oakville Plans are in full force and effect except for lands under appeal to the OMB located north of the intersection of Bronte Road and Dundas Street West. Together, the North Oakville Plans provide policy direction for growth and development to 2021 (Figure 2).

When the North Oakville East Secondary Plan (NOESP) was approved by the OMB through Official Plan Amendment 272, the OMB found that the settlement conformed to three development objectives:

- “Establishing as a “first priority of the Town a natural heritage/open space system to protect, preserve, and, where appropriate, enhance the natural environment...”
- “New urbanism” which is a planning approach incorporating inter-related patterns of land use, transportation and urban form;
- A transit-first approach to transportation designed to create a multi-modal transportation system which should reduce reliance on the automobile.”

The North Oakville Plans are founded on a vision that includes:

“North Oakville should also be forward-looking. It should be a model of smart growth and social diversity. It should enhance the Town’s reputation for excellence and its capacity to link the past, present and future...”

... [North Oakville] is planned as a compact, pedestrian- oriented, urban community containing a broad range of housing opportunities ranging from executive housing on large lots to high rise apartment units”

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This vision remains valid and is still appropriate. The vision of the North Oakville Plans is established through a series of general development objectives to guide future urban development that includes:

- “□ To establish as a first priority of the Town, a natural heritage and open space system, within the context of an urban setting, the majority of which is in public ownership□*
- To provide for a variety of residential densities and unit types throughout the planning area, responding to the varied needs of the future population, while directing the highest densities and intensity of use to the Trafalgar Road Corridor in support of a broad range of services including high frequency transit, shopping, personal services and community facilities...*
- To establish an efficient and linked, safe pedestrian movement system (cycleways and walkways) along with an appropriate distribution of land uses so that residents do not need to rely on the automobile to meet the recreational, shopping and commuter needs of daily life.”*

North Oakville Development Phasing and Status

Development in North Oakville is planned for three successive phases, moving north from Dundas Street towards Highway 407. Phase 1 is nearing completion and it is anticipated that development of Phase 2 could commence within a year. It is good timing to evaluate the merits of the Phase 1 development to see how the vision for the North Oakville Plans is being achieved and to make policy revisions as appropriate in advance of development occurring in Phase 2.

Development in North Oakville and the implementation of the North Oakville Plans are still in the early stages. According to the 2016 Census, just 13% of planned population and 10% of planned employment growth has been achieved in North Oakville (Table 1). Additionally, Town of Oakville building permit information from 2017 shows a total of 4,633 permits for dwellings have been issued.

Table 1. Existing versus Planned Population and Employment		
	Population	Employment
2016 Census	6,340	3,352
Full Build-Out	50,000	35,200

Since the North Oakville Plans were approved, the provincial and regional planning policy framework has evolved. As a result, the North Oakville Plans are not up to date with current and required provincial and regional land use planning policy.

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While it is recognized that approved development to date has met the minimum policy requirements applicable at the time, staff is of the opinion that future development could better achieve the community vision, objectives and policy intent of the North Oakville Plans.

North Oakville Secondary Plans Review

The purpose of the NOSPR is to review the North Oakville Plans as required by the *Planning Act* and is being conducted in conjunction with the town's Official Plan Review of the Livable Oakville Plan. It is a major component of the NOSPR to bring the North Oakville Plans into the Livable Oakville Plan so that the town has one official plan document.

The NOSPR was initiated on May 15, 2017 when the Livable Oakville Council Sub-Committee (Sub-Committee) received the report entitled *North Oakville Secondary Plans Review* (Appendix A). This report presented the purpose and scope of the study, the study process, emerging issues identified by staff, and preliminary directions coming through the Official Plan Review and other planning initiatives.

As input to the NOSPR, the Sub-Committee has raised several matters including achieving the vision for a "complete community" and achieving conformity with the Growth Plan.

At their meeting of November 6, 2017, the Sub-Committee received the report entitled *North Oakville Secondary Plans Review - Directions Report* (Appendix B). Based on the feedback received following the May 15, 2017 report and further review, staff have identified a number of matters to be addressed in the short-term through this report, including:

- Trafalgar Urban Core Area
- Bonusing Clarification
- Housing Mix Targets
- Neighbourhood Commercial Development
- Location of Stormwater Management Facilities
- Definitions

Although a review of the conformity and consistency of NOESP and NOWSP with provincial and regional planning documents has been identified as part of the second set of matters set out below; any policy revisions related to the six matters above must be consistent with the Provincial Planning Statement and conform to regional and provincial plans.

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The November 6, 2017 report also identified a second set of matters to be addressed in the long-term through the balance of the NOSPR (Appendix B), including:

- Conformity and consistency with provincial and regional planning documents
- Oakville's Official Plan Review policy directions for urban structure and from the Employment and Commercial Review
- Adding lands to the Natural Heritage System
- Refinements to the Neighbourhood Commercial Policies through additional study
- Transitional Area development
- Compatibility and consolidation with Livable Oakville

In terms of public engagement, a Public Information Meeting was held December 6, 2017 to introduce the study to the public and to seek input on the policy directions for short-term policy revisions.

Staff have been meeting with consultants and representatives of the North Oakville Community Builders Inc., trustee to the North Oakville East Developers Group (Landowners Group). Four meetings have been held with the Landowners Group for the purpose of exchanging information, identifying concerns and seeking input to the NOSPR. Future meetings with this group will be scheduled through the balance of the study.

The purpose of this report is to introduce the town-initiated proposed official plan amendments (OPAs) to the North Oakville Plans: the NOESP proposed OPA is attached in Appendix C and the NOWSP proposed OPA is attached in Appendix D.

Please note that the OPAs attached to this report represent the most current versions. Earlier versions posted on the town's website contained minor typographical errors that have since been corrected.

The proposed OPAs provide for policy revisions to the following existing sections of the North Oakville Plans (Table 2). Note that fewer revisions apply to the NOWSP since it is a plan focused on development of employment lands, with the exception of the mixed use Node of Palermo Village. In contrast, the East Plan area comprises many residential areas, as well as mixed use areas and employment areas.

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Table 2 – Policy Revisions Identified by Topic, Secondary Plan, and Section		
Policy Topic	NOESP Policy Section	NOWSP Policy Section
Stormwater Management Facility	7.6.2.2 a)	8.6.2.2.a)
Trafalgar Urban Core Area	7.6.4	n/a
Dundas Urban Core Area	7.6.5	n/a
Neighbourhood Centre Area	7.6.7.1	n/a
Definitions	7.10.13	8.10.13

COMMENT/OPTIONS:

Policy Framework

The North Oakville Plans are subject to the following policy framework including the *Planning Act*, Provincial Policy Statement (2014), the Growth Plan for the Greater Golden Horseshoe (2017), the Greenbelt Plan (2017), the Halton Region Official Plan (2009), the 1984 Town of Oakville Official Plan (2006 Consolidation) and the urban structure component of the Livable Oakville Plan (2009 Town of Oakville Official Plan).

Planning Act

The Ministry of Municipal Affairs’ website (www.mah.gov.on.ca) states that “The *Planning Act* sets out the ground rules for land use planning in Ontario and describes how land uses may be controlled, and who may control them.” It also provides the basis for, among other things, the preparation of official plans and zoning by-laws, and the consideration of amendments to those instruments.

Section 1.1 of the *Planning Act* states that the purposes of the Act are:

- “(a) to promote sustainable economic development in a healthy natural environment within the policy and by the means provided under this Act;
- (b) to provide for a land use planning system led by provincial policy;
- (c) to integrate matters of provincial interest in provincial and municipal planning decisions;
- (d) to provide for planning processes that are fair by making them open, accessible, timely and efficient;
- (e) to encourage co-operation and co-ordination among various interests;

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(f) to recognize the decision-making authority and accountability of municipal councils in planning.”

Section 2 of the *Planning Act* sets out matters of provincial interest to which the town must have regard in making decisions under the *Planning Act*, including:

- “(h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (p) the appropriate location of growth and development
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place...”

Section 3 of the *Planning Act* provides the key mechanism for provincial policy to lead the land use planning system. It provides that provincial or municipal decision making that affects a planning matter shall be consistent with the provincial policy statement and conform with provincial plans.

Provincial Policy Statement (2014)

The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario’s policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land. It also supports the provincial goal to enhance the quality of life for all Ontarians.

On February 24, 2014, the Government of Ontario issued a new Provincial Policy Statement (PPS 2014) under Section 3 of the *Planning Act*. The PPS (2014) replaces the 2005 statement, addresses a broader range of land use planning matters, enhances and clarifies the intent of provincial policies and interests.

The Provincial Policy Statement is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation. When more than one policy is relevant, a decision-maker should consider all of the relevant policies to understand how they work together. On April 30, 2014, the new PPS (2014) took effect. All planning decisions made on or after this date are required to be consistent with the PPS (2014).

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Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan for the Greater Golden Horseshoe, together with the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan build on the policies of the Provincial Policy Statement and establish a land use planning framework that supports the achievement of complete communities, a thriving economy, a clean and healthy environment, and social equity. The provincial plans that apply to the Town of Oakville are the Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan.

Provincial plans are to be read in conjunction with the Provincial Policy Statement. They take precedence over the policies of the Provincial Policy Statement to the extent of any conflict, except where the relevant legislation provides otherwise. Where provincial plans are in effect, planning decisions must conform or not conflict with them, as the case may be.

On May 18, 2017, the new Growth Plan for the Greater Golden Horseshoe (Growth Plan 2017) was released and replaced the 2006 Growth Plan for the Greater Golden Horseshoe. On July 1, 2017, the Growth Plan (2017) came into effect. All planning decisions made on or after July 1, 2017 are required to conform to the Growth Plan (2017).

Greenbelt Plan (2017)

The Greenbelt Plan was prepared and approved under the Greenbelt Act, 2005 and took effect on December 16, 2004. The Greenbelt Plan protects an area containing nearly 810,000 hectares of green space, farmland, vibrant communities, forests, wetlands and watersheds.

On January 9, 2013, Amendment No. 1 to the Greenbelt Plan came into effect. This amendment added a new land use designation called Urban River Valley and related policies to the Greenbelt Plan.

Amendment No. 1 also applied the Urban River Valley designation to the lands within North Oakville known as the Glenorchy Preserve. These lands consist of approximately 255 hectares in North Oakville south of Highway 407 along the west side of Sixteen Mile Creek over to Bronte Road.

On May 18, 2017, the Greenbelt Plan (2017) was released as an amendment to the Greenbelt Plan effective July 1, 2017.

It is important to note that the relationship between the North Oakville Plans and the Greenbelt Plan (2017) will be examined through latter parts of the town's ongoing

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OP review, specifically through the upcoming projects called “Greenbelt Plan Conformity Review” and the “Provincial and Regional Conformity Review.”

Halton Region Official Plan (2009)

The Halton Region Official Plan (ROP) is Halton’s guiding document for land use planning. It contains the goals, objectives and policies that manage growth and direct physical change and its effects on the social, economic and natural environment of the Region.

Regional Official Plan Amendment 38 (ROPA 38) was adopted by Regional Council on December 16, 2009. The amendment implemented the Sustainable Halton Plan and serves as Halton’s conformity exercise with the previous 2006 Growth Plan. The OMB has issued a series of decisions regarding the partial approval of ROPA 38 to the ROP. The policies of ROPA 38 and the ROP are in force with the exception of site-specific and policy-specific matters unrelated to North Oakville.

On April 9, 2014, Regional Council authorized the commencement of the five-year review of the Region’s Official Plan Review (ROPR) through Report No. LPS28-14. Much like the town’s Official Plan Review, the region’s review is looking at conformity with provincial plans and its overall growth management strategy under the new Growth Plan (2017).

Livable Oakville Plan (2009 Town of Oakville Official Plan)

The Livable Oakville Plan (2009 Town of Oakville Official Plan) establishes the desired land use pattern for lands within the Town, south of Dundas Street and north of Highway 407.

The Livable Oakville Plan was adopted by Town Council on June 22, 2009 and approved by the OMB Board on May 10, 2011. With the exception of the town-wide urban structure described below, the Livable Oakville Plan does not apply to North Oakville.

In accordance with the *Planning Act*, a review of the town’s Official Plan is underway, including the Livable Oakville Plan. The review will ensure that the Official Plan policies are consistent with the latest provincial and regional policies, support the town's strategic goals, and reflect the vision and needs of the community.

As a major component of the town’s Official Plan Review, the Urban Structure Review was recently completed. At their meeting of September 26, 2017, Town Council adopted OPAs for a revised town-wide urban structure:

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- OPA No. 15 introduced a new Section 3 – Urban Structure and Schedule A1 – Urban Structure into the Town’s Official Plan, the Livable Oakville Plan.
- OPA 317 and OPA 318 provided for revisions to the North Oakville East and West Secondary Plans respectively to align them with the urban structure changes to the Livable Oakville Plan.

The Town of Oakville’s town-wide urban structure sets out the framework for where and how the town will grow and how to determine Oakville’s character and form. The urban structure provides for the long-term protection of natural heritage, public open space and cultural heritage resources, maintains the character of residential areas and is the foundation to direct growth to identified nodes and corridors. The Town’s urban structure is comprehensive and provides certainty to guide major infrastructure investment and to maximize cost effectiveness. It is the basis for the policies in the Official Plan and for making planning decisions.

Halton Region has reviewed the Urban structure OPAs and are satisfied that they conform to the Regional Official Plan and the Growth Plan (2017). However, the region has also indicated that the town’s urban structure OPAs are not minor, have a bearing on provincial policy interests and warrant circulation to the province. At the time of writing this report, the urban structure OPAs were in circulation to the province and the town was awaiting approval from the region.

1984 Town of Oakville Official Plan (2006 Consolidation)

As reported, the NOESP and the NOWSP rely on policies from 1984 Town of Oakville Official Plan (2006 Consolidation) and are not part of the Livable Oakville Plan. Throughout the North Oakville Plans, there are references back to the 2006 parent plan. However, the town-initiated proposed OPAs attached to this report amend the policies of the North Oakville Secondary Plans do not propose amendments to the 2006 parent plan.

Planning Analysis - General

Provincial Policies

The PPS (2014) and Growth Plan (2017) establish a planning vision that addresses the challenges of accommodating population growth and managing development while protecting resources and the natural environment. The provincial policy framework promotes efficient development patterns that optimize the use of land, resources and public investment in infrastructure and public service facilities. The vision is for livable and healthy communities that promote and enhance human health and social well-being, that are economically and environmentally sound, and that are resilient to climate change.

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The vision provides for “strong, sustainable and resilient communities for people of all ages” offering “a wide variety of choices for living.” Urban areas “will be vibrant and characterized by more compact development patterns that support climate change mitigation and adaptation, and provide a diversity of opportunities for living, working and enjoying culture.” The transportation network will be integrated and “transit and active transportation will be practical elements” of urban transportation systems.

The Growth Plan (2017) builds on this vision through guiding principles that include the following:

- Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.
- Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability.
- Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes and ages of households.
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.

The Growth Plan (2017) describes a context in Section 2.1 for establishing policies for where and how to grow to achieve the vision and guiding principles that includes:

“accommodating forecasted growth in *complete communities*. These are communities that are well designed to meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, *public service facilities*, and a full range of housing to accommodate a range of incomes and household sizes. *Complete communities* support quality of life and human health by encouraging the use of *active transportation* and providing high quality public open space, adequate parkland, opportunities for recreation, and access to local and healthy food. They provide for a balance of jobs and housing in communities across the GGH to reduce the need for long distance commuting. They also support climate change mitigation by increasing the *modal share* for transit and *active transportation* and by minimizing land consumption through *compact built form*.”

Further context for the policies of the Growth Pan (2017) from Section 2.1 is provided in the following:

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“To support the achievement of *complete communities* that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and *infrastructure* can be made by directing growth to *settlement areas* and prioritizing *intensification*, with a focus on *strategic growth areas*, including *urban growth centres* and *major transit station areas*, as well as *brownfield sites* and *greyfields*. Concentrating new development in these areas provides a focus for investments in transit as well as other types of *infrastructure* and *public service facilities* to support forecasted growth, while also supporting a more diverse range and mix of housing options.”

It should be noted that the North Oakville Plans are forecast to accommodate 50,000 people and 35,000 jobs to 2021 in accordance with the 1987 Halton Urban Structure Plan. These forecasts will be reviewed through the town’s OP Review, in conjunction with the region’s OP Review and in the context of the PPS (2014) and the Growth Plan (2017). However, as discussed earlier in this report, it is appropriate to advance the proposed revisions at this time prior to development occurring in Phase 2.

Section 2.2 of the Growth Plan (2017) identifies Policies for Where and How to Grow that are relevant to North Oakville, including:

“2.2.1 Managing Growth

2. Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to *settlement areas* that:
 - ... iii. can support the achievement of *complete communities* ...

The Growth Plan (2017) identifies the Town of Oakville, south of Highway 407, as a settlement area and identifies the lands governed by the North Oakville Plans as a designated greenfield area (Appendix E). The Growth Plan (2017) provides policies for these areas, most notably:

“2.2.7 Designated Greenfield Areas

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

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c) encourages the integration and sustained viability of transit services.”

To define complete communities, the Growth Plan (2017) provides the following:

“*Complete Communities* - Places such as mixed-use neighbourhoods or other areas within cities, towns, and *settlement areas* that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and *public service facilities*. *Complete communities* are age-friendly and may take different shapes and forms appropriate to their contexts.”

In summary, the provincial policy framework applicable to North Oakville identifies the lands as a *designated greenfield area*, within a *settlement area*, and establishes the requirements for development in North Oakville to achieve a *complete community*, to support transit viability, to support a mix of uses and a diverse range and mix of housing options.

Regional Policies

The 2009 Halton Region Official Plan (ROP) designates the North Oakville Plan areas as Urban Area with portions subject to the Employment Area overlay and also with areas designated Regional Natural Heritage System (Appendix F).

Section 50.2 of the ROP (2009) includes the Urban Area designation as a component of the region’s settlement areas:

“50.2 The Regional Structure implements Halton’s planning vision of its future landscape as described in Section 27 by organizing land uses into the following broad categories:

(1) *Settlement Areas*, consisting of the Urban Area, Hamlets and Rural Clusters ...

Where in Section 276.3(1) *settlement area* “means urban areas and rural settlement areas within municipalities (such as cities, towns, villages, Hamlets and Rural Clusters) where development is concentrated and which have a mix of land uses ...” Further, the ROP (2009) includes, among many, policy objectives for the Urban Area designation:

“...72(2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence

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on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.

72(3) To provide a range of identifiable, inter-connected and *complete communities* of various sizes, types and characters, which afford maximum choices for residence, work and leisure.

Further, within the Urban Area designation, North Oakville is identified as a *designated greenfield area* which is defined in Section 225.1 as “the area within the Urban Area that is not Built-Up Area” with the built-up area defined in Section 220.4 as “all land within the Built Boundary” as shown in Appendix F – Regional Structure.

The ROP (2009) provides *designated greenfield area* policies applicable to North Oakville as follows:

“77(2.4) Require development occurring in *Designated Greenfield Areas* to...

- b) contribute to creating healthy communities;
- c) create street configurations, densities, and an urban form that support walking, cycling and the early integration and sustained viability of transit services;
- d) provide a diverse mix of land uses, including residential and employment uses to support vibrant neighbourhoods ...”

In summary, the regional policies identify North Oakville as a designated greenfield area component of the Urban Area designation located within a settlement area. As with the provincial policies, the regional policies establish requirements for development in North Oakville to provide for a complete community, to support transit viability, to provide a mix of land uses and to provide a diverse range and mix of housing options.

Town Policies

Urban Structure

The Council adopted town-wide urban structure is intended to protect natural and cultural heritage and open space, maintain stable residential neighbourhoods, and direct growth to an identified system of nodes and corridors (Appendix G). Several key urban structure elements provide a framework for North Oakville including:

- Nodes and Corridors (Trafalgar, Dundas and Neyagawa Urban Core Areas)
- Nodes and Corridors for Further Study (e.g. Health Oriented Mixed Use Node)

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- Natural Heritage System and Parks, Open Space and Cemeteries
- Residential Areas and Employment Areas
- Transit Nodes and Major Transportation facilities

North Oakville - General

The vision of the North Oakville Plans described previously in this report is for a community based on choice and diversity, transit support, mixed use and mix housing that responds to the varied needs of the future population. In addition, Section 7.6 of the NOESP and 8.6 of the NOWSP provide a land use strategy, designations and policies that “establish the general pattern of development for the existing and future use” of the North Oakville East and West Planning Areas.

North Oakville - Monitoring Requirements and Development Progression

Section 7.9.5 of the NOESP and Section 8.9.5 of the NOESP establish the requirements to monitor development in North Oakville to ensure that ...“the overall progression is in accordance with the goals and objectives of this Plan” and that “the targets of this Plan are being achieved ...”

The North Oakville policies establish details of a monitoring program to consider such factors as:

- “... a) relationship and level of population and employment growth;
- b) supply of existing lots and number of building permits granted;
- c) the general achievement of housing mix targets; ...”

Accordingly, staff have undertaken monitoring of the North Oakville Plans and the results of the program have contributed to an understanding of the development to date and have helped identify and confirm the areas of concern in the NOSPR.

As presented earlier in the report, development in North Oakville is progressing with 13% of planned population and 10% of planned employment growth being achieved to date (Table 3).

Table 3. Existing versus Planned Population and Employment		
	Population (people)	Employment (jobs)
2016 Census	6340	3,352
Full Build-Out	50,000	35,200

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Planning Analysis – Matters to be addressed in the Short-Term

The purpose of the proposed OPAs is to modify the text of the North Oakville Plans to implement the policy directions focused on areas of concern to be addressed in the short-term through the NOSPR. The next section of the report reviews these areas of concern in the context of additional policy requirements, monitoring the progression of development and the policy revisions contained in the proposed OPAs.

Trafalgar Urban Core Area

Trafalgar Road is a major north south arterial running through the town from Lake Ontario to Highway 407. Trafalgar Road connects the Oakville GO station at Midtown Oakville, a designated urban growth centre in the Growth Plan (2017), with downtown Georgetown. Trafalgar Road also intersects with major regional transportation facilities including Dundas Street and Highway 407.

The Trafalgar Urban Core Area (TUC) in North Oakville is centred on Trafalgar Road between Dundas Street and Highway 407. The TUC is planned to accommodate the highest densities in North Oakville in the form of new development of tall, mixed use buildings and sites in order to support planned higher order transit.

The Trafalgar Road Corridor is currently serviced by two transit systems:

- Oakville Transit provides hourly service connecting Midtown Oakville and the Oakville GO station with Dundas Street.
- Metrolinx provides hourly service from Midtown Oakville and the Oakville GO Station linking to the Milton GO station and with connecting stops including Highway 407.

In the longer term, higher order transit in the form of bus rapid transit (BRT) in dedicated lanes is planned for the Trafalgar Road Corridor. This was identified and confirmed through the Region of Halton, Trafalgar Road Corridor Study (Oakville), Class Environmental Assessment completed May 2015. As well, BRT and related facilities for portions of the Trafalgar Road Corridor core were identified the Midtown Oakville Class Environmental Assessment (2014) and incorporated in recent amendments to the Livable Oakville Plan through the Midtown Oakville and Transportation Network Updates OPA adopted by Oakville Council, September 11, 2017.

The importance of the TUC and the Trafalgar Road Corridor is discussed below in the context of the NOESP as well as the policies of the province, region and town to

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achieve a complete community, to support transit viability, to provide a mix of land uses and to provide diverse range and mix of housing.

North Oakville East Secondary Plan – Additional Policy Requirements

The NOESP Community Design Strategy identifies three urban core areas for the most dense development in North Oakville: Trafalgar Urban Core, Dundas Urban Core and Neyagawa Urban Core. Section 7.5.13 states that the TUC is “intended to ultimately provide for a primarily mixed use development which is the densest in North Oakville.”

Of the three urban core area areas, the TUC is planned for building heights of 15-20 storeys at key intersections. The Dundas Urban Core and the Neyagawa Urban Core are planned for heights up to eight storeys.

The TUC is identified in the NOESP on Figure NOE1, Community Structure (Appendix H) as the Urban Core Area along Trafalgar Road between Highway 407 and Dundas Street East and according to Section 7.5.14 is:

“intended as the focal point for development in North Oakville East. The Trafalgar Urban Core Area is of particular significance because of the magnitude and mix of uses which it is planned to accommodate and the important roles it is designed to play as a service, employment, residential and community activity focus. It will ultimately be a pedestrian oriented mixed use area with a full range of uses at the highest densities in the Planning Area.”

The NOESP Land Use Strategy (Appendix I and Appendix J, NOWSP for reference) designates the TUC on Figure NOE2, Land use Plan and provides a purpose in Section 7.6.4.1:

“The Trafalgar Urban Core Area designation on Figure NOE2 is designed to ultimately provide for the creation of a major Node - a dense, mixed use development concentration that is pedestrian and transit oriented. This area will link to and complement the Uptown Core to the south of Dundas Street.”

Section 7.6.4.2 provides policies for permitted uses, buildings and structures in the TUC, including:

“i) The permitted uses shall be the full range of employment, commercial, including retail commercial, accommodation, institutional, cultural, health and medical, and entertainment uses, medium and high density residential uses, and related public uses such as urban squares and parking.

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ii) 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, including supermarkets and department stores particularly in Trafalgar Urban Core Area 2. In addition, industrial buildings with an office component shall be permitted in Urban Core Area 1 as designated on Figure NOE1.”

Of note in these mixed use policies is that the uses are intended to mix within buildings, across individual sites and between multiple development sites.

Province, Region and Town – Additional Policy Requirements

The Town of Oakville, Schedule A1- Urban Structure (Appendix G) identifies the TUC as a Node and Corridor with the expectation that these “are key areas of the Town identified as the focus for mixed use development and intensification.”¹

Further, from the new Section 3 – Urban Structure “The Nodes and Corridors identified in this Plan and in the North Oakville Plans comprise the town’s *strategic growth areas* as that term is defined in the Growth Plan, 2017.”

The Growth Plan (2017) defines strategic growth areas as:

“within *settlement areas*, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating *intensification* and higher-density mixed uses in a more *compact built form*. Strategic growth areas include *urban growth centres*, *major transit station areas*, and other major opportunities that may include infill, *redevelopment*, *brownfield sites*, the expansion or conversion of existing buildings, or *greyfields*. Lands along major roads, arterials, or other areas with existing or planned *frequent transit service* or *higher order transit corridors* may also be identified as *strategic growth areas*.”

The Growth Plan (2017) further refines the classification and function of the TUC and Trafalgar Road through North Oakville as a major transit station area planned for higher order transit through the following definitions:

“Major Transit Station Area - The area including and around any existing or planned *higher order transit* station or stop within a *settlement area*; or the area including and around a major bus depot in an urban core. *Major transit station areas* generally are defined as the area within an

¹ Official Plan Amendment No 15, new Section 3 of the Livable Oakville Plan, Adopted by Council September 26, 2017, awaiting approval from the region.

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approximate 500 metre radius of a transit station, representing about a 10-minute walk.

Higher Order Transit - Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. *Higher order transit* can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.”

The planned classification and function of Trafalgar Road through North Oakville as a higher order transit corridor is further confirmed in the NOESP and the ROP according to the following:

- The NOESP identifies Trafalgar Road through North Oakville as “Major Arterial, Transit Corridor, Busway Corridor and Primary Transit Corridor Service” (Appendix K).
- NOESP Section 7.7 Community Services Strategy, Table 2 – Transportation Facilities describes facility function and general design guidelines for “high order transit ... and travel lanes reserved for transit.”
- The ROP (2009) identifies Trafalgar Road through North Oakville as “Major Arterial, Higher Order Transit Corridor” (Appendix L).
- Table 3 – Function of Major Transportation Facilities of the Transportation Section on the ROP (2009) describes facility function and general design criteria for accommodation of “higher order transit ...exclusive right-of-way for transit vehicles where possible ... transit-supportive, high density, mixed use development to be encouraged along right-of-way within urban areas” serving.

The ROP (2009) Section 245.1 defines higher order transit as: “transit that generally operates in its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways), light rail (such as streetcars), and buses in dedicated rights-of-way.”

Further, the Trafalgar Road Corridor is planned for higher order transit in the form of light rail or bus rapid transit (LRT/BRT) in the Metrolinx draft Regional Transportation Plan (Appendix M) and identified as a Transit Priority Corridor in the Region of Halton Mobility Management Strategy (Appendix N) which is also planned to accommodate higher order transit in conjunction with future improvements to Trafalgar Road between Oakville Go and Georgetown GO.

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From the forgoing analysis, the TUC and the Trafalgar Road Corridor contained within the TUC are entirely identified as a major transit station area within the intensification hierarchy of strategic growth areas in the Growth Plan (2017) and are required to be planned to accommodate higher order transit supported by full range of employment, commercial, including retail commercial, accommodation, institutional, cultural, health and medical, and entertainment uses as well as, medium and high density residential uses.

The Growth Plan (2017) provides additional policies for the TUC in terms of development that is transit-supportive in Section 2.2.4:

“8. All *major transit station areas* will be planned and designed to be *transit-supportive* and to achieve *multimodal* access to stations and connections to nearby major trip generators by providing, where appropriate:

- a) connections to local and regional transit services to support *transit service integration*;
- b) *infrastructure* to support *active transportation*, including sidewalks, bicycle lanes, and secure bicycle parking; and
- c) commuter pick-up/drop-off areas.

9. Within all major transit station areas, development will be supported, where appropriate, by:

- a) planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;
- b) fostering collaboration between public and private sectors, such as joint development projects;
- c) providing alternative development standards, such as reduced parking standards; and
- d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.”

The Growth Plan (2017) defines *transit-supportive* as follows:

“Relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Transit-supportive development will be consistent with Ontario’s Transit Supportive Guidelines.”

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Ontario's Transit Supportive Guidelines suggest a minimum density of 72 units per hectare or 160 residents and jobs combined per hectare for a transit service type of dedicated rapid transit (LRT/BRT).

The definition of BRT from the Transit Supportive Guidelines is consistent with the term higher order transit from the other policy requirement examined in this report:

“Bus Rapid Transit (BRT): Buses on grade-separated roadways or dedicated lanes to transport passengers without interference from other traffic. Such systems usually include dedicated bus lanes, signal priority at intersections, off-bus fare collection to speed up boarding, level boarding (low-floor buses or high-level platforms) to enhance accessibility and enclosed stations.”

The PPS (2014) also states in Section 1.1.3.2 that:

“Land use patterns within settlement areas shall be based on:

a) densities and a mix of land uses which:

5. are transit-supportive, where transit is planned, exists or may be developed; ...”

North Oakville East Secondary Plan – Development of the Trafalgar Urban Core

To date, development proposals submitted to the town for the TUC are achieving a density of 68 units per net hectare, which is below the suggested minimum provincial target of 72 units per gross hectare to support transit viability. As well, development is failing to support a diverse range of housing types with 80% of building permits issued falling in the townhouse category (Table 4).

It is important to note that the provincial density figure is measured over a gross area while the actual density figure of 68 from North Oakville is measured over a net area. A net area in planning density calculations typically excludes areas like parks, school sites and roads. When those excluded areas are added back to create a gross area, the density figure goes down. The same number of units spread over a gross area results in a lower number. For North Oakville, the net area density of 68 would be lower when converted to a gross area density.

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Table 4. Residential Densities of Urban Core Areas						
ZONE	Hectares	Units	Actual Density Net UPH	Single/ Semi	Town	Apt
TUC	16.09	1,095	68	0%	80%	20%
DUC	1.27	91	72	0%	32%	68%
NUC	3.04	129	42	33%	67%	0%

Development that continues on this trajectory raises concerns about supporting future planned levels of transit and serving the broad range of socio-demographic needs anticipated for the future population.

It is recognized that higher density development may be constructed after lower density development as a function of economics and the real estate market. There are signs that the evolution in North Oakville from low density to higher density housing, including apartments, may be starting to happen. However, proposed development in the urban core areas continues to be inadequate in providing sufficient densities.

As the TUC is planned to accommodate the highest densities in North Oakville, this area should be protected to ensure future higher density development is achieved in taller buildings. This would have positive implications for providing more aspects of a complete community and support for future transit. It also implements the town’s Urban Structure.

Proposed Official Plan Amendment – Trafalgar Urban Core Area

The November 6, 2017 Sub-Committee report entitled *North Oakville Secondary Plans Review - Directions Report* provided policy directions for the TUC identified below with corresponding proposed policy revisions.

Policy Direction – Amend the NOESP policies to provide for an overall minimum transit supportive density targets in the Trafalgar Urban Core Area.

Policy Direction – Amend the NOESP policies to provide for increased minimum building heights and densities in the Trafalgar Urban Core within a fixed distance from Trafalgar Road. Consider two bands of minimum heights and densities, with the taller, most dense buildings located in the band closer to Trafalgar Road and the shorter buildings located in the band farther from Trafalgar Road.

Policy Direction – Amend the NOESP policies to limit the development of Medium Density Residential Uses in the Trafalgar Urban Core Area.

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Consider linking the permissions for developing Medium Density Residential uses to the achievement of prescribed minimum heights and densities in the Trafalgar Urban Core Area.

Policy Direction – Consider how opportunities to protect for higher density development in a range of building types might be applied to other Urban Core Areas in North Oakville.”

Accordingly, the proposed OPA to the NOESP (Appendix C) contains the following:

OPA Item No.	Section	Description of Change
2	7.6.4.1	The purpose of the TUC now includes a reference to the town’s urban structure in the context of being a node and corridor and a strategic growth area in the Growth Plan (2017)
3.	7.6.4.8	<p>The TUC section is revised to:</p> <ul style="list-style-type: none"> – introduce language for transit supportive heights and a minimum density target of 72 units per hectare or 160 residents and jobs combined per ha – establish minimum building heights within certain distances of the Trafalgar Road right-of-way – remove the Floor Space Index (FSI requirement) which conflicts with the Maximum Height requirements. – establish in the case of low-rise commercial/industrial development, the requirement for comprehensive plan, including zoning – clarify the eligibility for bonusing by linking the bonusing provisions to the maximum height criteria in the TUC. – include a prohibition on Medium Density development within 100m of the Trafalgar Road right-of-way – establish criteria for the consideration of Medium Density Residential Density Development in other parts of the TUC

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4.	7.6.5.3	The Dundas Urban Core Area (DUC) policies for bonusing eligibility are clarified by linking possible increases in height of up to 4 storeys above the maximum permitted height through a bonusing consideration
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Proposed Official Plan Amendment – Bonusing and Heights

The proposed revisions in the OPAs involving maximum heights, bonusing eligibility and minimum heights within the Trafalgar and Dundas Urban Core Areas are based on further examination of the November 6, 2017 policy directions from the Livable Oakville Sub-Committee.

Staff identified the additional policy areas that could be clarified in the short-term to support the requirement for transit supportive densities and protecting the urban cores for higher density development. Additional study inputs helped to inform these clarifications including input from the Landowners Group and internal staff discussions regarding built form and urban design.

Presently, the NOESP urban core area policies provide for a maximum height measure in conjunction with a maximum density measure called Floor Space Index (FSI). These provisions may combine to produce very dense buildings within the maximum density but that are bulky or massive from a built form perspective.

In the context of the town’s urban design objectives, slab-like buildings are to be avoided and buildings are required to be designed to accommodate variety of uses and allow access to sunlight while enhancing the public realm.

The draft OPAs propose to remove the FSI provision while maintaining the maximum height provisions in the Trafalgar and Dundas Urban Core Areas. The bonusing policies are clarified such that additional height beyond the maximum may be permitted subject to consideration of public benefits beyond what would otherwise be required. As well, the OPAs propose minimum heights within certain distances of the Trafalgar Road to ensure that higher density is achieved.

Staff are of the opinion that the minimum height requirements will provide greater certainty for the development of transit supportive densities while enabling the development of well-designed buildings and the achievement of other desirable urban design and architectural objectives throughout the Trafalgar and Dundas Urban Core Areas.

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Housing Mix Targets

As demonstrated in this report, the policy framework of the province, the region and the town requires development in North Oakville to achieve a complete community including a diverse range and mix of housing.

These next sections identify additional policy requirements for achieving a diverse range and mix of housing in the Neighbourhood Area, as well as the highlighted concerns with achieving an appropriate housing mix identified through the NOSPR and the solutions presented in the proposed OPAs.

North Oakville East Secondary Plan – Additional Policy Requirements

The NOESP Section 7.2.2 Vision states “North Oakville East is planned as a compact, pedestrian oriented, urban community containing a broad range of housing opportunities ranging from executive housing on large lots to high rise apartment units.”

Section 7.3 Community Structure continues with the following language to identify a hierarchy of designations within the neighbourhoods:

“7.3.3 RESIDENTIAL NEIGHBOURHOODS - Residential neighbourhoods as designated on Figure NOE1 – Community Structure Plan (Appendix H) are comprised of a range of residential densities including significant areas appropriate for ground related housing and live/work opportunities:

a) Neighbourhood Centre Neighbourhood Centres are located in the centre of each neighbourhood, within walking distance of most residents. While predominately residential in character, Neighbourhood Centres will permit a range of uses. These uses will be permitted throughout the area but will be focused at a central activity node for the neighbourhood.

Neighbourhood Centres have denser development than other parts of the neighbourhood but are predominantly ground related, and, in addition to residential development, will include a range of convenience and service commercial, civic, institutional and live-work functions in buildings at a scale and with a design appropriate to the area.

b) General Urban General Urban areas, while predominately residential, also provide for live-work functions. Development will be at lower densities than those found in the Neighbourhood Centre.

c) Sub-urban The least dense and most purely residential context is found in areas in a neighbourhood termed “Sub-urban.” While live-work functions are permitted, these areas are primarily residential in nature.”

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Section 7.3.6.2 Housing Mix Target provides the following direction and table of targets by residential density type:

“a) The housing unit mix targets for the ultimate development of North Oakville East, which may not be achieved within the 2021 planning period, are outlined below and for each density type a target range is provided.

The achievement of a housing mix which lies between the target ranges on a yearly basis shall not be required, however, the Town will review the achievement of the targets every five years and will monitor on an annual basis.

Any such review shall not result in a reduction of the population target contained in Section 7.3.6.1 or the population related component of the employment target. Sections 7.9.5.2 and 7.9.5.3 of this Plan set out the Monitoring Program and Monitoring Report requirements.

	Low	High
Low Density	55%	45 %
Medium Density	25%	20 %
High Density	20%	35 %

Section 7.6.7 Neighbourhood Area sets out the purpose, permitted uses buildings and structures and land use policies for the three neighbourhood designations of Neighbourhood Centre, General Urban Area and Sub-Urban Area.

The neighbourhood designation policies provide for a “neighbourhood central activity node, a five minute walk from most residences, which will include public facilities that serve the neighbourhood. Live/work units and limited commercial uses will also be encouraged to locate in this area.” From that node, the designations transition away to lower scale buildings and lower density housing.

Table 5 summarizes the residential permitted uses for the neighbourhood designations. It is important to note how Medium Density Residential is permitted in two designations.

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Table 5. Overlapping Permissions Between the Neighbourhood Designations			
	Neighbourhood Centre Area	General Urban Area	Sub-urban Area
Residential Permitted Use	Medium Density Residential	Low and Medium Density Residential	Low Density Residential

In addition to the policies of Section 7.6.7, residential development is defined in Section 7.10.13 Definitions and summarized below in Table 6. Note how the Medium Density definition includes detached dwellings but exclude apartments. As well, the High Density definitions includes certain townhouses.

Table 6. Overlapping Permissions from the Residential Development Definitions			
	Low Density	Medium Density	High Density
Single Detached	✓		
Small lot Single Detached		✓	
Semi-Detached	✓	✓	
Duplex	✓	✓	
Triplex		✓	
Townhouses		✓	
Block Townhouses		✓	
Stacked Townhouses		✓	✓
Back-to-back Townhouses		✓	✓
Apartments			✓

North Oakville East Secondary Plan – Progression of Residential Development

It is clear that the policies of the Province, Region and Town require the provision of a mix of housing types that are accessible, adequate and appropriate for all socio-economic groups, for those with differing physical needs, to accommodate people at all stages of life, and to accommodate the needs of all household sizes, incomes and tenures.

Regarding the progression of residential development in North Oakville, Table 7 compares the planned housing mix with actual mix provided through current development.

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The table identifies a trend of an over-abundance of the medium density form that is exceeding the housing mix target. Staff are of the opinion that the source of this trend lies in the overlapping permissions for Medium Density Residential Uses between designations and the overlapping residential development definitions.

Table 7. Comparison of Planned Housing Mix Targets with Actual Mix ²				
	Housing Mix Targets NOESP 2008		Actual Mix 2012-2015	Actual Mix as of July 2017
	“Low %”	“High %”	%	%
Low Density	55	45	50	50
Med Density	25	20	50	43
High Density	20	35	0	7

A solution that would provide for greater certainty for achieving diverse range and broader mix of housing types is presented below, effectively reducing the overlapping permissions between the residential development definitions and introducing a new form to the Medium Density definition.

Proposed Official Plan Amendment – Housing Mix Target

The November 6, 2017 Sub-Committee report entitled *North Oakville Secondary Plans Review - Directions Report* provided the policy directions below to correct the housing mix in North Oakville:

Policy Direction – Re-classify Low, Medium and High Density Residential Development definitions to reduce overlapping permitted uses.

Policy Direction – Introduce “Apartments” as a permitted use to the definition of Medium Density Residential to provide for flexibility in housing form and improve transition between land use categories.”

In accordance with these directions, the proposed OPA to the NOESP (Appendix C) contains the following:

² Based on Town of Oakville Building Permit data.

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OPA Item No.	Section	Description of Change
6	7.10.13	<ul style="list-style-type: none"> <li data-bbox="553 394 1401 499">– The definition Medium Density Residential Development has detached, duplex permitted uses removed and apartments added as a permitted use. <li data-bbox="553 541 1401 646">– The definition of High Density Residential Development has stacked townhouse and back-to-back townhouse removed from the permitted uses.

Neighbourhood Commercial Development

This report has identified the vision of the NOESP and the requirements of the province, region and town for the North Oakville Neighbourhood Areas to achieve a complete community that meets the needs for daily living, which is based on a mix of uses in a compact urban form that encourages the use of active transportation.

The following sections identify additional policy requirements for a achieving a mix of uses in a walkable form in the North Oakville neighbourhoods. The concerns identified through the NOSPR and the solutions presented in the proposed OPAs are also discussed.

North Oakville East Secondary Plan – Additional Policy Requirements

The NOESP further identifies the requirements to achieve a walkable mix of uses in the Neighbourhood Centres through the following sections:

“Community Structure, Section 7.3.3.a) ... Neighbourhood Centres have denser development than other parts of the neighbourhood but are predominantly ground related, and, in addition to residential development, will include a range of convenience and service commercial, civic, institutional and live-work functions in buildings at a scale and with a design appropriate to the area.

Community Design, Section 7.5.12, Neighbourhoods, Figure NOE1 (Appendix H) identifies the neighbourhood structure for North Oakville East. Each neighbourhood will have distinctive characteristics, but with the following common features:

- a) Each neighbourhood will include at its centre, approximately a five-minute walk from most areas of the neighbourhood, a neighbourhood activity node which would include a transit stop and other public facilities which serve the neighbourhood such as central mail boxes or mail pickup

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facilities. In addition, convenience commercial facilities or similar uses will be encouraged to locate at the neighbourhood activity node.

Land Use Strategy, Neighbourhood Area, Section 7.6.7

b) Permitted Uses, Buildings and Structures

- The permitted uses shall be medium density residential uses and small scale convenience retail, personal service, restaurants and business activity, as well as public and institutional uses including village squares. Business activity may include a range of small scale uses including offices, medical clinics, workshops for artisans and artists' studios.
- Permitted uses shall be primarily located in live/work or medium density residential buildings. Both mixed use, and single use buildings shall be permitted and this may include convenience commercial buildings in accordance with the provisions in Subsection c) below.

c) Land Use Policies

- Mixed-use development will be focused at neighbourhood activity nodes which will include a transit stop and other public facilities which serve the neighbourhood such as central mail boxes, or mail pickup facilities. In addition, convenience commercial facilities or similar uses will be encouraged to locate in these areas.
- A mix of uses shall be permitted at the following heights and densities:
 - Minimum density - FSI of 0.5 for mixed use;
 - Maximum density - FSI of 2 for mixed use;
 - Minimum density - 35 units per net hectare for residential;
 - Maximum density - 150 units per net hectare for residential;
 - Minimum height - 2 storeys; and,
 - Maximum height - 5 storeys."

It should be noted through this cascade of policies that while there is an overall requirement to achieve, among many features, a mix of uses that includes commercial uses, the policies do not specifically require commercial uses to be developed. The policies specific to commercial uses are policies of encouragement.

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North Oakville East Secondary Plan – Neighbourhood Commercial Development

To date, the majority of Neighbourhood Centre Areas have been predominately developed with residential uses. In these areas, the planned vision to provide for a mix of small-scale retail and service commercial uses in close proximity to the neighbourhoods is not being achieved. Further, the opportunity to provide for commercial uses is being lost since those lands are now developed with residential uses only (Figure 3).

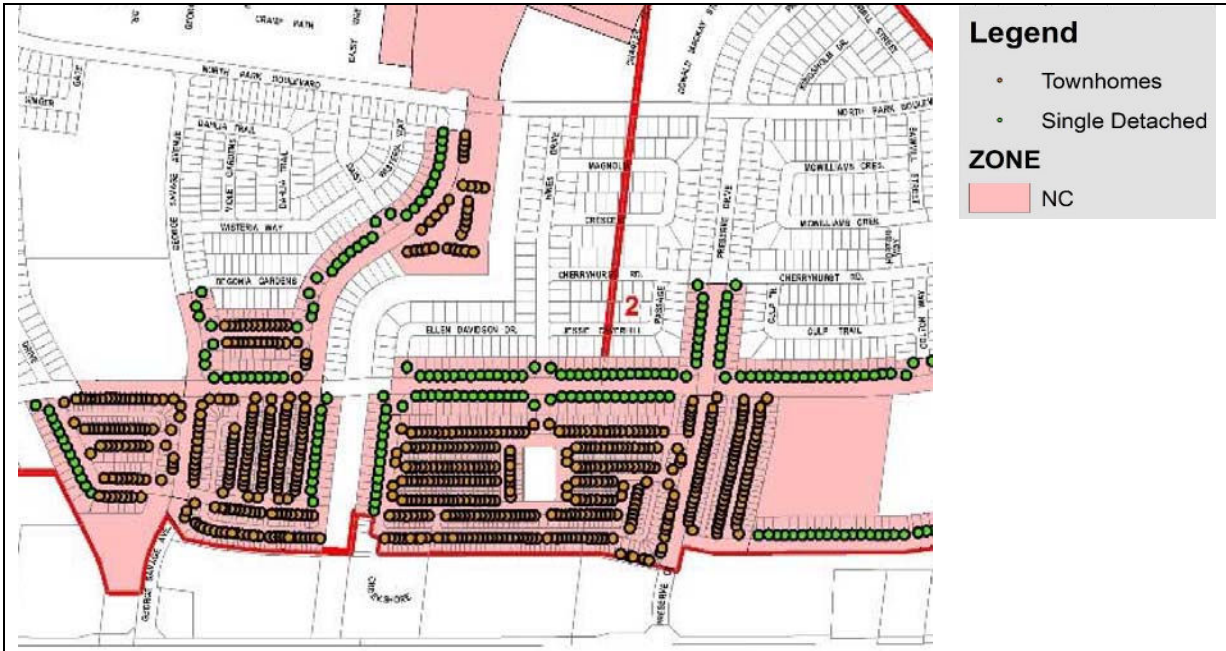


Figure 3. Neighbourhood Centre Areas developed in medium and low density housing.

This figure shows how townhomes (brown dot) and single detached dwellings (green dot) occupy a significant number of properties within the Neighbourhood Centre (NC) zone, which is the zone implementing the Neighbourhood Centre Area designation.

Inventory and analysis undertaken by staff indicate that nearly 60 live works units are developed or planned for North Oakville and are primarily located near Preserve Drive and Sixth Line. The uses establishing in these units are predominantly service commercial with limited convenience, retail or restaurant type uses.

Staff are of the opinion that the amount, type and distribution of commercial uses being developed in North Oakville is not sufficient to serve the needs of the new community. This concern is partly mitigated by the development of Neighbourhood Areas in close proximity to the mix of uses to be delivered in urban core areas along

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Dundas Street and Trafalgar Road. However, as development progresses northwards into Phase 2 lands, the need to deliver an appropriate range of commercial uses to the Neighbourhood Areas becomes more important.

As identified in the November 6, 2017 Sub-Committee report entitled *North Oakville Secondary Plans Review - Directions Report* (Appendix B), the strategy for addressing concerns related Neighbourhood Commercial Development will occur in two steps. The first is through the proposed OPA to the NOESP discussed below.

The second step will be undertaken through the balance of the NOSPR and will involve a closer examination of the neighbourhood commercial environment in North Oakville to confirm a more suitable policy framework to guide development.

This examination will include a retail and service commercial market analysis (supply and demand), geographic analysis of planned versus actual development (roads, housing, commercial), parking and transportation and a best practices review.

Proposed Official Plan Amendment – Neighbourhood Commercial Development

The November 6, 2017, *North Oakville Secondary Plans Review - Directions Report* provided the policy directions below to address in the short-term concerns related to neighbourhood commercial development:

“Policy Direction – *Identify lands to be protected for future retail and service commercial opportunities:* Amend Figure NOE 2, Land Use Plan to add the Neighbourhood Centre Area land use category from Appendix 7.3, North Oakville Master Plan and to add the Neighbourhood Central Activity Nodes from Figure NOE 1, Community Structure.

Policy Direction – *Provide for a more viable retail and service commercial, mixed use form:* Amend the NOESP policies to replace existing Neighbourhood Centre Area live work permissions with a Main Street 1 (or equivalent mixed use) designation and apply that designation to the newly added Neighbourhood Centre Areas on Figure NOE 2, Land Use Plan.

Policy Direction – Amend the NOESP and NOWSP policies to include a definition of “complete community” as per the Growth Plan, 2017.”

In accordance with these directions, the proposed OPA to the NOESP (Appendix C) contains the following:

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OPA Item No.	Section	Description of Change
6	7.6.7.1	<p>Revisions to the Neighbourhood Centre Area purpose and permitted uses replaces the narrow term “live/work” with the broader term “mixed use”.</p> <p>A policy is introduced requiring the development of one mixed use or convenience commercial building at the location of the neighbourhood centre activity nodes identified on Figure NOE1.</p> <p>The maximum height in the Neighbourhood Centre Area is increased to 6 storeys consistent with other town policies.</p> <p>NOTE: In conjunction with the introduction of “apartments” as a permitted use in the Medium Density Residential Development definition, this will permit a broader range of buildings to be developed in support of a broader mix of uses, including commercial uses.</p>

Location of Stormwater Management Facilities

The location and shape of stormwater management facilities and their potential impacts on adjacent urban land uses within the urban core areas has been identified as a recurring issue in the development of North Oakville. This matter was highlighted in November 6, 2017, *North Oakville Secondary Plans Review - Directions Report* as a concern to be addressed in the longer-term through the balance of the NOSPR.

Stormwater ponds are essential components of urban infrastructure. However, the placement of stormwater ponds along Dundas Street to date risks undermining the achievement of transit supportive densities in the Dundas Urban Core. For example, 30% of the developable frontage along Dundas Street between Neyagawa and Eighth Line is occupied by stormwater management facilities³. This is land that would otherwise be occupied by tall and dense buildings along with other urban features and connections of a complete community.

The Trafalgar Urban Core is the next urban core area to develop in North Oakville, the importance of these lands is already discussed at length in this report. Transit supportive development is the highest priority for this corridor and should not be

³ The length of the section of Dundas Street that was examined excludes frontages occupied by the Natural Heritage System and road intersections.

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undermined by infrastructure or inappropriate forms of development. Based on the foregoing, staff are of the opinion that this matter needs to be addressed in the short-term in the context of the North Oakville Creeks Subwatershed Study (NOCSS) and in consultation with Conservation Halton and town departments including Development Engineering.

Proposed Official Plan Amendment – Stormwater Management Facilities

Accordingly, it is proposed in the OPA for the NOESP, that Section 7.6.2.2.a) Stormwater Management Facility be revised to include a prohibition on stormwater management facilities within 100m of roads planned to carry transit in the urban core areas (Appendix C). A matching provision is proposed for Section 8.6.2.2.a) in the OPA for the NOWSP (Appendix D).

Definitions

Updated planning concepts are proposed to be introduced to the North Oakville Plans through proposed OPAs attached to this report. These concepts link the North Oakville Plans to provincial and regional policies. For purposes of conformity, definitions that complement the newer planning concepts are required to be introduced into the North Oakville Plans.

Accordingly, Section 7.10,13 of the NOESP and Section 8.10.13 of the NOWSP are proposed to include definitions for:

- Complete Communities
- Regional Transit Priority Corridor
- Strategic Growth Area
- Interpretation – may, should, shall

NEXT STEPS:

The proposed OPAs attached to this report will be revised as appropriate based on the input received through this Statutory Public Meeting and through subsequent stakeholder and public engagement and comments.

The OPAs will be brought back with a recommendation to Planning and Development Council on April, 16, 2018.

Matters identified to be addressed in the long-term through the balance of the NOSPR (Appendix B) will be evaluated in the context town's Official Plan Review and the region's OP Review through 2019-2020.

From: Planning Services Department

Date: January 22, 2018

Subject: **Statutory Public Meeting Report - Town-Initiated Proposed Official Plan Amendments - North Oakville East Secondary Plan and North Oakville West Secondary Plan - North Oakville Secondary Plans Review, File No. 41.15.56**

CONSIDERATIONS:

(A) PUBLIC

Notice of the Statutory Public Meeting was advertised in the Oakville Beaver on January 25, 2018. Notice of the Statutory Public Meeting was also mailed to property owners within North Oakville Plans area.

The proposed OPAs have been available for review on the town's website (<https://www.oakville.ca/planoakville/north-oakville-secondary-plans.html>) and in the Planning Services department on or before January 22, 2018.

(B) FINANCIAL

There are no financial implications from this report.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The proposed OPAs are currently in circulation to external agencies for comments.

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- continuously improve our programs and services
- be accountable in everything we do
- be the most livable town in Canada

(E) COMMUNITY SUSTAINABILITY

The proposed OPAs to the North Oakville Plans incorporate the four pillars of sustainability – social, economic, environment and cultural.

APPENDICES:

Appendix A Livable Oakville (Council) Sub-Committee Report:
North Oakville Secondary Plans Review

Appendix B Livable Oakville (Council) Sub-Committee Report:
North Oakville Secondary Plans Review – Directions Report

Appendix C Proposed amendment to the North Oakville East Secondary Plan, Official Plan Amendment Number XXX, forming part of the Official Plan of the Oakville Planning Area (File No. 41.15.56)

PLANNING AND DEVELOPMENT COUNCIL MEETING

From: Planning Services Department

Date: January 22, 2018

Subject: Statutory Public Meeting Report - Town-Initiated Proposed Official Plan Amendments - North Oakville East Secondary Plan and North Oakville West Secondary Plan - North Oakville Secondary Plans Review, File No. 41.15.56

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- Appendix D Proposed amendment to the North Oakville West Secondary Plan, Official Plan Amendment Number XXX, forming part of the Official Plan of the Oakville Planning Area (File No. 41.15.56)
- Appendix E Growth Plan (2017) Land Use Terminology
- Appendix F Regional Structure
- Appendix G Town of Oakville - Urban Structure
- Appendix H North Oakville East Secondary Plan - Community Structure
- Appendix I North Oakville East Secondary Plan - Land Use Plan
- Appendix J North Oakville West Secondary Plan - Land Use Plan
- Appendix K North Oakville East Secondary Plan – Transportation Plan
- Appendix L Halton Region Official Plan – Functional Plan of Major Transportation Facilities
- Appendix M Metrolinx Draft Regional Transportation Plan - Frequent Rapid Transit Network
- Appendix N Region of Halton – Mobility Management Strategy

Prepared by:
Carly Dodds, MCIP, RPP
Planner, Policy Planning

Recommended by:
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Kirk Biggar, MCIP, RPP
Senior Planner, Policy Planning

Submitted by:
Mark H. Simeoni, MCIP, RPP
Director, Planning Services



REPORT

LIVABLE OAKVILLE (OFFICIAL PLAN) COUNCIL SUB-COMMITTEE

MEETING DATE: MAY 15, 2017

FROM: Planning Services Department

DATE: May 4, 2017

SUBJECT: North Oakville Secondary Plans Review

LOCATION: North Oakville, Dundas Street to 407

WARD: Wards 4, 5, and 6

Page 1

RECOMMENDATION:

That the report, entitled *North Oakville Secondary Plans Review*, dated April 6, 2017 be received.

KEY FACTS:

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

- The North Oakville East Secondary Plan was approved by the Ontario Municipal Board (OMB) in January 2008. The North Oakville West Secondary Plan was approved as Amendment 289 to the Town's 2006 Official Plan, in May 2009.
- The North Oakville Plans are intended to guide development in north Oakville to the year 2021. They are not part of the Livable Oakville Plan but endure as amendments to the town's 2006 Official Plan.
- The purpose of the North Oakville Secondary Plans Review is to review the North Oakville Plans as required by the *Planning Act*. This is a standard five-year review in conjunction with the five-year Official Plan Review of Livable Oakville.
- It is good timing for the study now that development in North Oakville is far enough along that it can be evaluated on its merits and to see how the vision of the North Oakville Plans is being achieved.
- This report provides information on the study in terms of an overview of the North Oakville Plans, the purpose and scope of the study, the study process, emerging issues identified by staff, and preliminary directions coming from the town's ongoing five-year Official Plan Review.

From: Planning Services Department
Date: May 4, 2017
Subject: North Oakville Secondary Plans Review

BACKGROUND:

The North Oakville East and West Secondary Plans (North Oakville Plans) provide a planning framework for the lands north of Dundas Street and south of Highway 407 between Ninth Line in the east and Tremaine Road in the west. The North Oakville Plans are not part of the Livable Oakville Plan but endure as amendments to the town's 2006 Official Plan.

In terms of approvals, the North Oakville East Secondary Plan was approved by the Ontario Municipal Board (OMB) as Amendment 272 to the Town's 1986 Official Plan, in January 2008. The North Oakville West Secondary Plan was approved as Amendment 289 to the Town's 2006 Official Plan, in May 2009. The North Oakville Plans are intended to guide development in north Oakville to the year 2021.

Section 26 of the *Planning Act* requires municipalities to review their official plans every five years. On February 10, 2014, Planning & Development Council received staff report PD-021-14 entitled Long Range Planning Work Program. This report signalled the commencement of the five-year Official Plan Review and identified the North Oakville Secondary Plans Review (NOSPR) as a necessary component.

The town's five-year Official Plan Review was officially initiated on May 11, 2015 when Planning & Development Council received staff report PD-011-15 entitled *Official Plan Review – Special Public Meeting* dated April 20, 2015. Report PD-011-15 indicated the following in regards to the North Oakville Plans:

“The North Oakville East and West Secondary Plans reflect the ultimate vision and plans for North Oakville (north of Dundas Street and south of Hwy. 407). The Plans form part of the town's 2006 Official Plan and are not currently part of the Livable Oakville Plan.

The North Oakville Secondary Plans Review will restructure, clarify and consolidate the two plans and bring them under the Livable Oakville Plan framework. Although the general policy direction for North Oakville will be maintained through this consolidation, minor edits to eliminate duplication and ensure policies are consistent throughout the town will be addressed. The review will also involve the required Provincial and Regional conformity exercises.”

This report provides information on the NOSPR in terms of an overview of the North Oakville Plans, the purpose and scope of the study, the study process, emerging issues identified by staff, and preliminary directions coming from the town's ongoing five-year Official Plan Review.

COMMENT/OPTIONS:

This section provides an update on key elements of the NOSPR and gives an indication of general matters to be studied including emerging issues associated with development and implementation of the North Oakville Plans.

Overview of the North Oakville Plans

The North Oakville Plans provide a planning framework for the lands north of Dundas Street and south of Highway 407 between Ninth Line in the east and Tremaine Road in the west. The North Oakville Plans are not part of the Livable Oakville Plan but endure as amendments to the town’s 2006 Official Plan. In this sense, the town has two official plans in effect as shown in Figure 1.

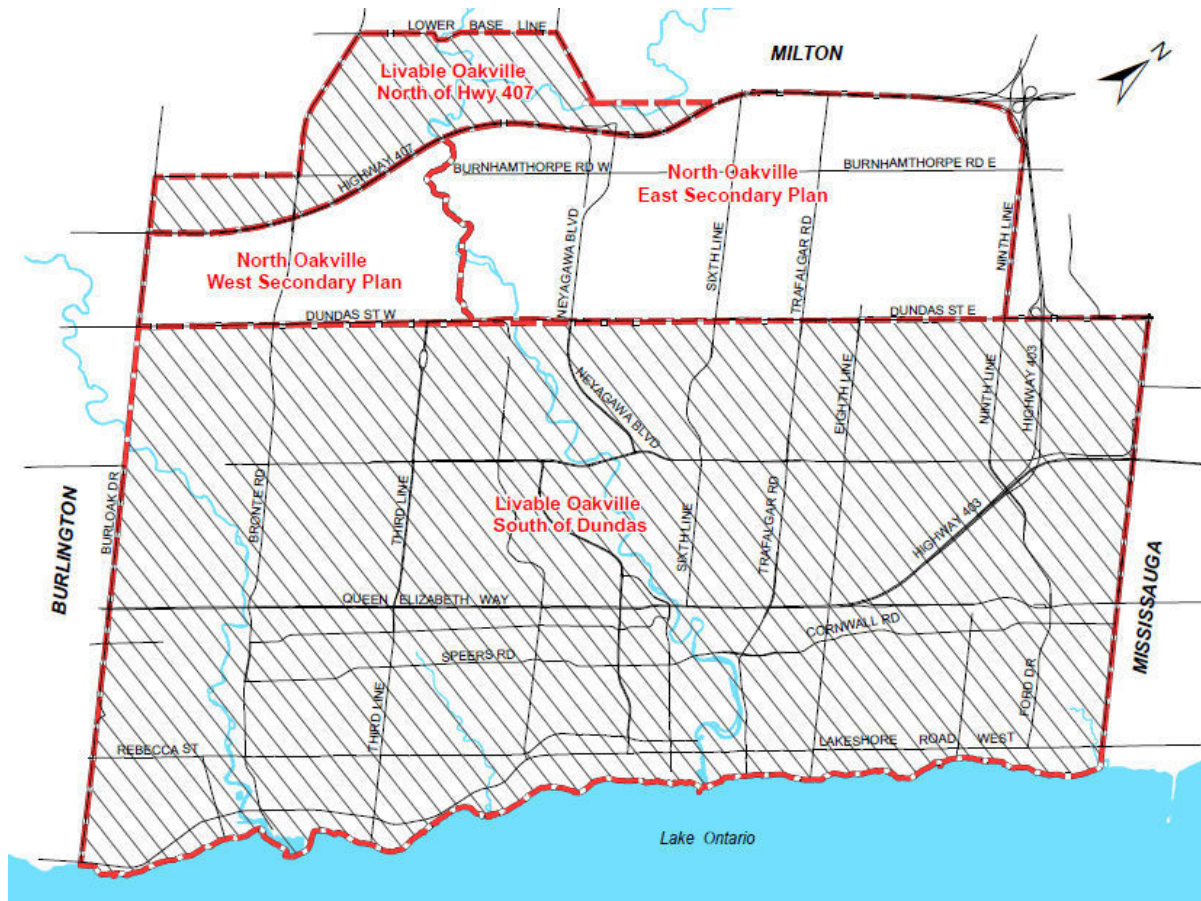


Figure 1. Town of Oakville - Official Plan areas.

A portion of the lands within the North Oakville West Secondary Plan (NOWSP), centred on Bronte Road, remains subject to outstanding appeals to the OMB as shown in Figure 2.

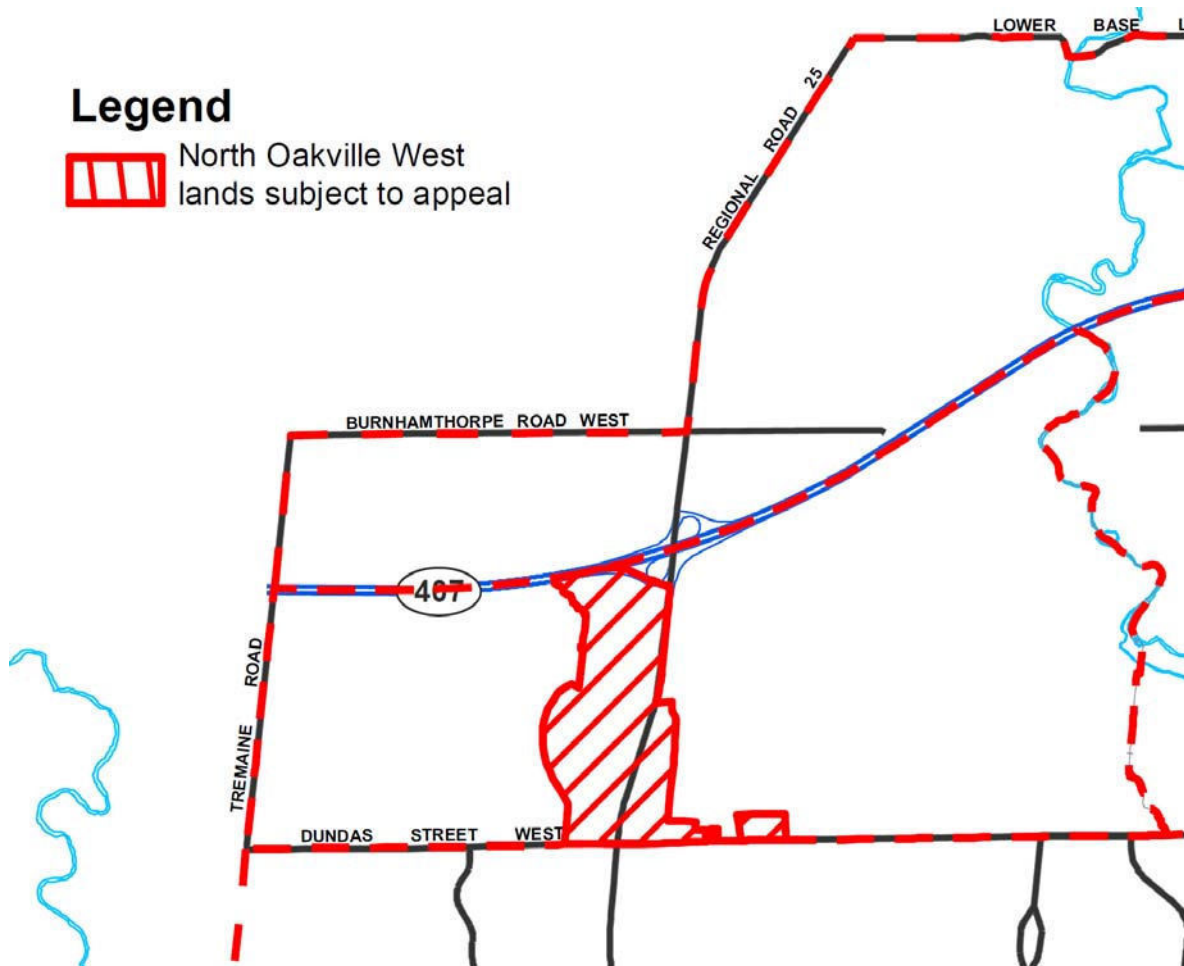


Figure 2. Lands under OMB appeal in the North Oakville West Secondary Plan.

When the North Oakville East Secondary Plan (NOESP) was approved by the OMB through Official Plan Amendment 272, the OMB found that the settlement conformed to three development objectives:

- *Establishing as a “first priority of the Town a natural heritage/open space system to protect, preserve, and, where appropriate, enhance the natural environment□”;*
- *“New urbanism” which is a planning approach incorporating inter-related patterns of land use, transportation and urban form;*

- *A transit-first approach to transportation designed to create a multi-modal transportation system which should reduce reliance on the automobile.*

The North Oakville Plans are founded on a vision that includes:

“North Oakville should also be forward-looking. It should be a model of smart growth and social diversity. It should enhance the Town’s reputation for excellence and its capacity to link the past, present and future...”

[North Oakville] is planned as a compact, pedestrian- oriented, urban community containing a broad range of housing opportunities ranging from executive housing on large lots to high rise apartment units

Further, the vision of the North Oakville Plans is established through a series of general development objectives to guide future urban development that includes:

To establish as a first priority of the Town, a natural heritage and open space system, within the context of an urban setting, the majority of which is in public ownership

To provide for a variety of residential densities and unit types throughout the planning area, responding to the varied needs of the future population, while directing the highest densities and intensity of use to the Trafalgar Road Corridor in support of a broad range of services including high frequency transit, shopping, personal services and community facilities...

To establish an efficient and linked, safe pedestrian movement system (cycleways and walkways) along with an appropriate distribution of land uses so that residents do not need to rely on the automobile to meet the recreational, shopping and commuter needs of daily life.”

Purpose and Scope of the Study

The purpose of the study is to review the North Oakville East and West Plans as required by the *Planning Act*. This is a standard five-year review, the timing of which coincides well with the review of the Livable Oakville Plan.

It is also good timing now that development is far enough along in North Oakville that it can be evaluated on its merits in order to see how the vision for the North Oakville Plans is being achieved.

The scope of the study can be grouped into these stages:

- Consolidation, which includes reorganizing, restructuring, reformatting and eliminating redundant text from the existing North Oakville Plans and bringing them into the Livable Oakville Plan.

The first step in this process will be Official Plan Amendments to the North Oakville Plans brought forward under the Urban Structure Review as part of the ongoing five-year Official Plan Review. The purpose of the amendments is to incorporate into the North Oakville Plans modifications that provide for a town-wide urban structure.

- Conformity and consistency, which includes an audit to determine which policies need to be revised to address conformity and consistency with provincial and regional planning documents.
- Clarification and improvement, which includes an examination of policies that may not be achieving the full policy vision of the North Oakville Plans.

Study Process and Emerging Issues

This section elaborates on the study scope and process to be undertaken and identifies the emerging planning issues that are fundamental to the NOSPR.

Consolidation

This stage of the NOSPR will consolidate recent official plan amendments, eliminate redundant text, clarify and reorganize the remaining text, merge the two plans and bring the core policies into the Livable Oakville Plan.

To the extent that it is possible, a common format, language, framework and document structure will be used throughout the consolidated document. It is recognized that portions of the North Oakville Plans will adopt the policies and land use designations of the Livable Oakville Plan where appropriate while the remaining portions of the North Oakville Plans will move in to their own section of the plan.

Conformity and Consistency

The NOESP was developed as part of a comprehensive planning process and was approved by the OMB in January 2008. The NOESP predates the Growth Plan (2006) and was developed to have regard for the Provincial Policy Statement (1997).

The NOWSP was approved in May 2009 and was developed to conform to the Growth Plan (2006) and be consistent with the Provincial Policy Statement (2005).

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In the time since the North Oakville Plans were approved, the provincial and regional planning framework has evolved with many documents being revised or in the process of being revised. As a result, the North Oakville Plans are not up to date with current and required planning policy.

This stage of the NOSPR will consist of an audit of the policies of the North Oakville Plans to ensure consistency and conformity with provincial and regional land use planning documents. The provincial and regional documents to consider include:

Provincial Policy Statement 2014

On February 24, 2014, the Government of Ontario issued a new Provincial Policy Statement (PPS). The PPS 2014 builds on the PPS 2005 by addressing a broader range of land use planning matters and by enhancing and clarifying the intent of provincial policies and interests.

On April 30, 2014, the new PPS took effect. All planning decisions made on or after this date are required to be consistent with the PPS 2014 with no “grandfathering.”

Since the NOESP was prepared under the PPS 1997 and the NOWSP was prepared under the PPS 2005, both plans are required to be reviewed for consistency with the PPS 2014.

Province of Ontario – Coordinated Land Use Planning Review

On February 27, 2015, the Government of Ontario initiated a coordinated review of four provincial land use plans that manage growth, protect the natural environment and support economic development in the Greater Golden Horseshoe.

The provincial plans that are under review and that apply to Oakville are the Growth Plan for the Greater Golden Horseshoe (Growth Plan) and the Greenbelt Plan. The province has undertaken two rounds of engagement to solicit feedback and advice on the plans and on proposed changes to the plans.

Through the proposed changes to the provincial plans, the vision for creating complete communities that are vibrant and transit-supportive within a planning framework to curb sprawl by directing and managing growth is expected to be confirmed, refined and strengthened. The release of the final plans is expected in early 2017.

The Greenbelt Plan

On January 9, 2013, Amendment No. 1 to the Greenbelt Plan came into effect. This amendment added a new land use designation called “Urban River Valley” and related policies to the Greenbelt Plan.

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Amendment No. 1 also applied the Urban River Valley designation to the lands within Oakville known as the Glenorchy Preserve. These lands consist of approximately 255 hectares in north Oakville south of Highway 407 along the west side of Sixteen Mile Creek over to Bronte Road.

The Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) was issued on June 16, 2006 and is prepared under the *Places to Grow Act* (2005). This Act requires that municipal official plans, including the North Oakville Plans, be amended to conform to the Growth Plan.

On June 17, 2013, Amendment 2 to the Growth Plan came into effect. This amendment updated and extended the Growth Plan's population and employment forecasts and extended the planning horizon from 2031 to 2041 (Table 1).

Table 1. Halton's population and employment forecasts (in 000's), resulting from Amendment 2 to the Growth Plan compared to the original forecasts from Growth Plan 2006,					
Growth Plan Forecasts from Amendment 2 (2013)					
	2011	2021	2031	2036	2041
Population	520	650	820	910	1,000
Employment	280	340	390	430	470
Original Growth Plan Forecasts (2006)					
	2011	2021	2031	2036	2041
Population	520	650	780	-	-
Employment	280	340	390	-	-

For the region and the town, there are two notable points contained in this table:

- The 2031 population growth figure has increased by 40,000 residents. The requirement to accommodate this additional growth within Halton may have implications for the regional and local official plans that currently provide a planning framework based on the original forecasts to 2031.
- The Growth Plan time horizon has extended to the year 2041 and provides for a total population forecast of 1 million residents for Halton Region. The accommodation of this growth forecast over the longer horizon will be a key consideration for the ongoing Halton and Oakville five-year official plan reviews.

Regarding the North Oakville Plans and in the context of these Growth Plan population and employment forecasts, a central question for the NOSPR will be to

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review the extent to which the North Oakville Plans forecast of 55,000 residents and 35,000 jobs is being achieved and remains relevant.

Region of Halton Official Plan

The Regional Official Plan (ROP) is Halton's guiding document for land use planning. It contains the goals, objectives and policies that manage growth and direct physical change and its effects on the social, economic and natural environment of the Region.

Regional Official Plan Amendment (ROPA) 38 was adopted by Halton Region on December 16, 2009. The amendment implemented the Sustainable Halton Plan and serves as the Region's conformity exercise with the Growth Plan.

On April 9, 2014, Regional Council authorized the commencement of the five-year review of the Region's Official Plan Review (ROPR) through Report No. LPS28-14. Much like the town's Official Plan Review, the region's review is looking at conformity with provincial plans and its overall growth management strategy under the Growth Plan.

The aim of the ROPR is to revisit specific areas to make updates and refinements, rather than "open up" all of the policies in the ROP. It is expected that through this review, major themes in the ROP will be maintained and strengthened, including:

- Focusing on intensification while protecting stable residential neighbourhoods in the face of shrinking greenfield development lands.
- Achieving a mix of land uses including residential, office, institutional and commercial and ensuring a full range of housing types can be provided by delivering compact, mixed use and transit-friendly communities.
- Strengthening the link between land use and transportation by achieving transit supportive densities along transit priority corridors in order to ensure the viability of existing and planned transit infrastructure and service.

Mobility Management Strategy for Halton

On February 8, 2017, Regional Council endorsed a Mobility Management Strategy that was developed to guide the evolution of a region-wide transportation network over the next 25 years to 2041.

The strategy is aligned with the Regional Structure and is founded on a network of transit priority corridors, mobility links, transit nodes and facilities as well as providing connections to adjacent municipalities. In addition to forming an integral

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component of the Region's Transportation Master Plan, the strategy will support other provincial, regional and local transportation initiatives.

Additional Directions from the Town's Five-Year Official Plan Review

One pillar of the five-year Official Plan Review is to consider land-use policy matters on a town-wide basis. There are two town-wide studies underway with implications for the North Oakville Plans: the Urban Structure Review and the Employment Commercial Review.

Urban Structure Review - This study has a goal to "develop an urban structure for Oakville which accommodates transition and change, reflects the identity of the Town and is environmentally sustainable while allowing for environmental protection, the provision of a full range of infrastructure and community service facilities and is fiscally sustainable."

The study is nearing completion and is expected to strengthen and enhance directions for the following, among other matters:

- The establishment and integration of a natural heritage system into the community structure as identified by the North Oakville Plans;
- The relationship of the transportation system and transit priority corridors to the community structure; and
- The integration of the community structure developed for North Oakville with the rest of the town and with other parts of the region.

Employment and Commercial Review - The study is nearing completion and it is anticipated that the final report will be brought forward following Council's endorsement of the urban structure. Amendments to the North Oakville Plans will be proposed to implement the final recommendations of the Employment and Commercial Review.

Final recommendations are expected to address several matters including:

- The long-term demand for new commercial space is forecast to increase to 3.5 million square feet by 2041, requiring an additional supply of commercial land.
- Confirmation that there is a sufficient supply of employment land to meet the Town's long-term demand beyond 2041.

- Oakville is approaching full build-out and its boundaries are fixed. As such, the town should reserve priority areas and strategically important lands for employment uses beyond 2041.

Clarification and Improvement

This stage of the NOSPR will examine the land use policies to evaluate whether the overall policy vision of the North Oakville Plans is being achieved. Staff are of the opinion that the vision for North Oakville is still relevant and the purpose of the study is not to revisit this vision.

It is also important to note that certain policy areas are not going to change through this stage of the study. For the NOESP, this includes the Natural Heritage System boundaries and the amount of parkland to be dedicated.

Some policies may be updated and strengthened in order to re-focus growth and development to realize the full policy vision of the Plans. In some cases, existing and proposed development may not be producing what was originally expected and in this sense, the flexibility provided in the land use policies is being used up.

While it is recognized that approved development to date has met the minimum of policy requirements, staff are of the opinion that going forward, new development could go farther towards achieving the vision. Based on initial review, practical experience and observation, staff has identified the following emerging issues with the North Oakville Plans:

Housing Mix Targets

The following Table 2 identifies housing mix targets from the NOESP and compares these to monitoring results from building permit activity for the period 2012-2015.

Table 2. Comparison of planned Housing Mix Targets with Actual Mix achieved.			
	Housing Mix Targets NOESP 2008		Actual Mix 2012-2015
	“Low %”	“High %”	%
Low Density	55	45	50
Medium Density	25	20	50
High Density	20	35	0

Table 2 shows an overabundance of medium density housing and an absence of high density. From this, it appears that currently, the planned housing mix is not being achieved in North Oakville.

It is important that the town continues to provide a mix of housing opportunities that are accessible, adequate and appropriate for all socio-economic groups, for those with differing physical needs and for those living at different stages in their lifetimes.

A balanced mix of housing that includes well-designed apartments in locations with access to amenities including neighbourhood commercial and community facilities and services should address these identified issues and accommodate anticipated needs of the future population.

These housing characteristics make important contributions to the development of complete communities, which is a key pillar of provincial planning policy.

There is recognition that achieving the housing mix targets in North Oakville may take several years to achieve. However, there are related issues, existing and emerging, that raise the question as to whether the planned vision “*to provide a broad range of housing opportunities*” would be achieved. These include:

- Densities of residential uses are only meeting the low end of the density ranges provided for Neighbourhood Area land use designations (Neighbourhood Centre, General Urban and Sub-Urban).

For example, Neighbourhood Centre provides for a density range from 35-150 units per net hectare but development in this designation is achieving 50-54 units per net hectare. This type of development may be falling short in terms of providing for a variety of building types and is well below the maximum density permitted.

- Development is not producing a mix of uses in the Neighbourhood Area land use designations. For examples, commercial development is limited and only being provided in a live/work arrangement.
- The anticipated proliferation of medium density residential uses, in particular stacked townhouses and back-to back townhouses, resulting in a narrow range of housing choices, will be an impediment to providing for “*the varied needs of the future population*” which include an aging population and young families.
- Compounding the issue of a narrow range of housing are the issues of affordability and tenure in terms of rental versus ownership.

Urban Core Area Development

The general vision for Urban Core Area development is to provide for the creation of “*a dense, mixed-use development that is pedestrian and transit-oriented.*” To this end, the NOESP identifies three of these areas: Trafalgar Urban Core, Dundas Urban Core and Neyagawa Urban Core.

At a high level, all three urban core areas permit a full range of uses including employment, commercial, institutional, cultural, entertainment, accommodation and medium and high density residential.

Of the three areas, the Trafalgar Urban Core is planned to be the densest with building heights reaching at least 15-20 storeys at key intersections. The Dundas Urban Core and the Neyagawa Urban Core are planned for building heights up to eight storeys.

Development is proposed, approved and occurring in all three urban core areas with the following issues existing and emerging:

- Trafalgar Road from the Oakville GO Station (Midtown Oakville) north to the Towns of Milton and Halton Hills is identified as a Transit Priority Corridor in the Region of Halton Official Plan and Mobility Management Strategy. This corridor includes the Trafalgar Urban Core lands from Dundas Street to Hwy. 407, which is planned in anticipation of accommodating higher order transit.

According to the Province of Ontario's Transit-Supportive Guidelines, a minimum density threshold of 72 units per gross hectare is suggested for areas within a 5-10 minute walk of a BRT or LRT corridor, such as the Trafalgar Urban Core.

- To date, development proposals submitted to the town in these urban core areas are substantially less and would not support the minimum densities that are needed to for higher order transit as suggested in the province's Transit-Supportive Guidelines.
- Development proposals submitted to the town are seeking only the minimum density requirements of the land use designations. It is development that may not be sufficient to achieve the planned vision for the NOESP.
- As well, proposed development is failing to achieve a mix of uses and therefore not providing for aspects of a complete community as required by the Provincial Policy Statement (2014).

Development with these characteristics has been adequate to this point, however development that continues on this trajectory may not serve the broad range of socio-demographic needs anticipated for the future population. This type of development also may not be able to accommodate the required amounts of population that will be coming to Halton Region and the Town of Oakville, and raises concerns about supporting future planned levels of transit.

Neighbourhood Commercial Development

The NOESP contemplates mixed-use development generally as a means to reduce reliance on the automobile and to increase mobility choices including pedestrian activity, active transportation, multi-modal transportation and transit-use.

In the Neighbourhood Centre designation, which is found at the core of the Residential Neighbourhood areas, the mix of permitted uses includes small-scale convenience retail, personal service, restaurants and business activity. Medium density residential uses are also permitted in the Neighbourhood Centre designation.

To date, the majority of Neighbourhood Centre areas have been predominately developed with residential uses. In these areas, the planned vision to provide for a mix of small-scale retail and service commercial uses in close proximity to the neighbourhoods is not being achieved. Further, the opportunity to provide for this is being lost since those lands are now developed with residential uses only.

Transitional Area development

The NOESP provides for a Transitional Area designation along the north side of Burnhamthorpe Road that is intended to provide an interface and buffer between the residential areas to the south to the employment uses to the north.

Permitted uses in the Transitional Area designation include community parks, cemeteries, institutional uses, small-scale convenience retail, personal service, restaurants and business activity and high density residential uses. The designation also permits uses from the General Urban Area designation, including low and medium density residential uses.

To date, proposed development on lands designated Transition Area has been entirely residential.

Additional Policy Areas to Examine

The following key additional areas have been identified to examine:

- The existing phasing policies to determine if they are still appropriate.
- An update to the master plan to reflect actual development.
- Land use designations and permitted uses and compatibility with the Livable Oakville Plan.
- Any implications for the North Oakville Minutes of Settlement and other agreements.

- Which policies need to be revised to address broader consistency with directions emerging from other town master plans, the town's five-year Official Plan Review and the regions' Official Plan Review, as appropriate.

Planning for Significant Areas of Land is Advancing

Planning matters for two larger areas of land within the North Oakville Plans are advancing. These are the Health Oriented Mixed Use Node and the North Oakville West lands at Bronte Road and are described below. Information coming from these processes will be incorporated into the NOSPR as appropriate.

Health Oriented Mixed Use Node

The NOWSP identifies the area on the north side of Dundas at Third Line in the Employment Area designation as a Health Oriented Mixed Use Node, which is planned to:

“include a hospital and may also include research and development facilities, medical and other offices, laboratories, clinics, supportive housing, long term care facilities, rehabilitation facilities, and other similar uses including retail and service commercial facilities related to the permitted uses.”

A portion of these lands along Dundas Street and west of Third Line contain the new Oakville Trafalgar Memorial Hospital. The Metrolinx Big Move by the province identifies Dundas Street for a Bus Rapid Transit (BRT) facility in its 15-year plan.

The Town has been approached to develop the lands within the Health Oriented Mixed Use Node located to the east of the hospital for a “Life Sciences and Technology District.” A development of this scale needs to be comprehensive and numerous development approvals would be required including extensive technical studies and both local and regional official plan amendments.

North Oakville West Lands at Bronte Road

As reported, a portion of the NOWSP, centred on Bronte Road, remains subject to an outstanding appeal to the OMB, as shown in Figure 2.

The appeals originate with Official Plan Amendment (OPA) 289 adopting the NOWSP and OPA 306 for Palermo Village north of Dundas Street. Corresponding appeals to ROPA 38 were subsequently made to the OMB.

The OMB proceedings related to these matters have been adjourned to allow the parties to continue discussions on the nature of future development for these lands.

Official Plan Implementation Tools

Depending on the degree to which the policies of the North Oakville Plans are revised, there may be implications for some of the key implementation tools. For example, the North Oakville Comprehensive Zoning By-law 2009-189 and the North Oakville Urban Design Guidelines may require revisions because of updates to the North Oakville Plans and the results of other studies such as a Transit Level-of-Service Review.

Community Design and Operational Issues with North Oakville Development

Staff have been meeting and conducting site visits in North Oakville to gain an understanding of how development is proceeding. There are issues emerging of a design and operational nature that may have some origin in Official Plan policy. Financial implications arising from the development to date and the densities achieved are also being examined. The NOSPR will evaluate the extent to which updated policies might assist in addressing these emerging issues.

Timing of Next Steps and Amendments

Table 3 identifies the timing and sequence of key steps in the NOSPR:

Table 3. NOSPR timing and sequence of key steps.							
	2017			2018			
	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Information Report							
Directions Report							
Public Engagement				→			
Statutory Public Meeting				→			
Decision Meeting					→		

Table 3 depicts the earliest timeline for amending the North Oakville Plans. It is possible that the NOSPR leads to a series of official plan amendments and so the timing shown would be adjusted accordingly. This will be due in part to the nature of the proposed changes and to the status of local, regional and provincial policy reviews and initiatives.

CONSIDERATIONS:

(A) PUBLIC

There will be broad-based public engagement throughout the study process including engagement with the new residents and business owners of North Oakville and stakeholder meetings with various North Oakville landowner groups.

(B) FINANCIAL

There are no financial implications arising from this report

(C) IMPACT ON OTHER DEPARTMENTS & USERS

There are numerous town departments engaged in the five-year Official Plan Review that will be consulted throughout the process of this study.

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- be accountable
- be the most livable town in Canada

(E) COMMUNITY SUSTAINABILITY

The work undertaken in the study generally complies with the sustainability objectives of the Livable Oakville Plan.

Prepared by:
Kirk Biggar, MCIP, RPP
Senior Planner, Policy Planning

Recommended by:
Diane Childs, MCIP, RPP
Manager, Policy Planning

Submitted by:
Mark H. Simeoni, MCIP, RPP
Director, Planning Services

REPORT

LIVABLE OAKVILLE (OFFICIAL PLAN) COUNCIL SUB-COMMITTEE

MEETING DATE: NOVEMBER 6, 2017

FROM: Planning Services Department

DATE: November 1, 2017

SUBJECT: North Oakville Secondary Plans Review - Directions Report

LOCATION: North Oakville, Dundas Street to 407

WARD: Wards 4, 5, and 6

Page 1

RECOMMENDATION:

That the report, entitled *North Oakville Secondary Plans Review – Directions Report*, be received.

KEY FACTS:

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

- The North Oakville Secondary Plans Review was initiated in May 2017 when the Livable Oakville Council Sub-Committee received the report entitled *North Oakville Secondary Plans Review*. This study is a component of the town's ongoing Official Plan Review.
- That report provided an overview of the North Oakville East and West Secondary Plans, the purpose and scope of the study, the study process, emerging issues identified by staff, and preliminary directions coming from other projects in the Official Plan Review.
- Development of the neighbourhoods in North Oakville is planned for three successive phases. Currently, Phase 1 is nearing completion and it is anticipated that development of Phase 2 could commence within a year.
- It is good timing to evaluate the merits of the Phase 1 development to see how the vision for the North Oakville Plans is being achieved and to make policy revisions as appropriate in advance of development occurring in Phase 2.
- This report identifies areas of concerns that should be addressed in the short-term through policy revisions to the North Oakville Plans.

From: Planning Services Department
Date: November 1, 2017
Subject: North Oakville Secondary Plans Review - Directions Report

- Policy directions for these revisions are provided for consideration by the Livable Oakville Council Sub-Committee. Input and guidance from the Sub-Committee will be taken into account in the formulation of Official Plan Amendments to the North Oakville East and West Secondary Plans.
- A second set of matters are identified in the report that will be addressed in the long-term through the balance of the North Oakville Secondary Plans Review.
- This report also provides information in terms of updates to provincial policy, additional directions coming through the Official Plan Review, matters raised by the Livable Oakville Council Sub-Committee and stakeholder engagement.

BACKGROUND:

The North Oakville East Secondary Plan (NOESP) and the North Oakville West Secondary Plans (NOWSP), known collectively as the “North Oakville Plans,” provide a planning framework for the lands north of Dundas Street and south of Highway 407 between Ninth Line in the east and Tremaine Road in the west. The North Oakville Plans are not part of the Livable Oakville Plan but endure as amendments to the town’s 2006 Official Plan.

At their meeting of May 15, 2017, the Livable Oakville Council Sub-Committee (“Sub-Committee”) received the report entitled *North Oakville Secondary Plans Review*, which provided the purpose and scope of the study, the study process, emerging issues identified by staff, and preliminary directions coming through the Official Plan Review and other land use planning initiatives.

The purpose of the North Oakville Secondary Plans Review (NOSPR) is to review the North Oakville Plans as required by the *Planning Act*. This is being undertaken in conjunction with the Official Plan Review of Livable Oakville. It is a major component of the NOSPR to bring the North Oakville Plans into the Livable Oakville Plan so that the town has one official plan document.

At their meeting of May 15, 2015, Sub-Committee raised several matters as input to the NOSPR including achieving the vision for a complete community and conformity with the Growth Plan. These matters are addressed through this report.

Following the May 15, 2017 meeting with Sub-Committee, staff engaged with consultants and representatives of the North Oakville Community Builders Inc. (“Landowners Group”). Three meetings have been held with this group for purposes of exchanging information, identifying concerns and seeking input to the NOSPR. A future meeting with this group is presently scheduled in November to continue the dialog, with future meetings to be scheduled as required.

COMMENT/OPTIONS:

This section first presents policy directions based on ongoing analysis and findings of areas of concern identified by staff. There is a focus on matters to be addressed in the short-term through policy revisions to the North Oakville Plans.

It is important to act on these revisions in the short-term since the development of the neighbourhoods in Phase 1 is nearing completion and it is anticipated that development of Phase 2 could commence within a year. It is good timing to evaluate the merits of the Phase 1 development to see how the vision for the North Oakville Plans is being achieved and to make policy revisions as appropriate in advance of development occurring in Phase 2.

It should be noted that the development in North Oakville and the implementation of the North Oakville Plans are still in the early stages. According to the 2016 Census, just 13% of planned population and 10% of planned employment growth has been achieved in North Oakville. In this sense, North Oakville is still a work in progress.

A second set of matters to be addressed in the long-term through the balance of the NOSPR are also identified in this section of the report. Finally, information is provided on recent updates to provincial policy, additional policy direction coming through the Official Plan Review, matters raised by the Livable Oakville Council Sub-Committee.

Confirming Areas of Concern

The May 15, 2017 Sub-committee report identified the following areas of concern with ongoing development in North Oakville:

1. Housing Mix Targets
2. Urban Core Area Development
3. Neighbourhood Commercial Development
4. Transitional Area Development

Since the May 15, 2017 meeting with Sub-Committee, staff undertook additional analysis and can confirm that the concerns are genuine. Development is not achieving all aspects of a complete community and only a narrow range of what is permitted in the policies is being developed.

While it is recognized that approved development to date has met the minimum policy requirements, staff is of the opinion that future development could better achieve the policy intent of the North Oakville Plans as well as the community vision and objectives.

In order to protect for these opportunities, staff have grouped the first three areas of concern (Housing Mix Targets Urban Core Area Development, Neighbourhood Commercial Development) and are advancing policy directions for amendments to the North Oakville Plans to be addressed in the short-term.

The fourth area of concern, Transitional Area Development, is included in the section on matters to be addressed in the long-term, discussed later in this report

Matters to be addressed in the Short-Term

This section present analysis and policy directions for three areas of concern: Housing Mix Targets, Urban Core Area Development and Neighbourhood Commercial Development.

Housing Mix Targets

It is important to provide a mix of housing types that are accessible, adequate and appropriate for all socio-economic groups, for those with differing physical needs, to accommodate people at all stages of life, and to accommodate the needs of all household sizes, incomes and tenures. Table 1 compares the planned housing mix with actual mix provided through development.

Table 1. Comparison of Planned Housing Mix Targets with Actual Mix				
	Housing Mix Targets NOESP 2008		Actual Mix 2012-2015	Actual Mix as of July 2017
	"Low %"	"High %"	%	%
Low Density	55	45	50	50
Med Density	25	20	50	43
High Density	20	35	0	7

The source of this concern comes from the range of overlapping permitted uses in the definitions for Low, Medium and High Density Residential Development in the NOESP, Section 7.10.13. These overlapping permissions are shown in Table 2.

Table 2. Overlapping permitted uses from the Residential development definitions

	Low Density	Medium Density	High Density
Single Detached	✓		
Small lot Single Detached		✓	
Semi-Detached	✓	✓	
Duplex	✓	✓	
Triplex		✓	
Townhouses		✓	
Block Townhouses		✓	
Stacked Townhouses		✓	✓
Back-to-back Townhouses		✓	✓
Apartments			✓

Policy Direction – Re-classify Low, Medium and High Density Residential Development definitions to reduce overlapping permitted uses.

Policy Direction – Introduce “Apartments” as a permitted use to the definition of Medium Density Residential to provide for flexibility in housing form and improve transition between land use categories.

Urban Core Area Development

The general vision established in the North Oakville Plans for Urban Core Area development is to provide for the creation of “a dense, mixed-use development that is pedestrian and transit-oriented.” To this end, the NOESP identifies the three key areas of Trafalgar Urban Core, Dundas Urban Core and Neyagawa Urban Core to ensure planned densities are achieved.

Of the three areas, the Trafalgar Urban Core is intended to be the most dense with building heights planned for 15-20 storeys at key intersections. The Dundas Urban Core and the Neyagawa Urban Core are planned for heights up to eight storeys.

To date, development proposals submitted to the town in these urban core areas are less dense (Table 3) and would not support the minimum transit supportive densities that are needed for higher order transit, consistent with the province’s Transit-Supportive Guidelines and required by the Growth Plan, 2017. As well, proposed development is failing to achieve a mix of uses contemplated and therefore not providing for aspects of a complete community as required by the Provincial Policy Statement, 2014 and the Growth Plan, 2017.

Table 3. Residential Densities of Urban Core Areas

ZONE	Hectares	Units	Actual Density Net UPH	Medium Density Residential	Single/Semi	Town	Apt
DUC	1.27	91	71.84	25-75	0%	32%	68%
NUC	3.04	129	42.39	25-75	33%	67%	0%
TUC	16.09	1,095	68.04	25-75	0%	80%	20%

Development with these characteristics has been adequate to this point; however, development that continues on this trajectory may not serve the broad range of socio-demographic needs anticipated for the future population. This type of development also may not be able to accommodate the required amounts of population that will be coming to Halton Region and the Town of Oakville, and raises concerns about supporting future planned levels of transit.

It is recognized that higher density development in the core areas follows lower density development of detached and townhouse type forms and is a function of economics and the real estate market. This is a perennial concern for Council and staff continues to explore ways to require high density development earlier in the process, but there are not the right tools available to do so at this time.

Discussions with the Landowners Group have indicated that the market evolution is underway and higher density housing products, including apartments, are in the concept stages as a prelude to submitting future planning applications.

However, this is not the situation in all cases. As the Trafalgar Urban Core area is planned to accommodate the highest densities on lands in North Oakville, it should be protected to ensure future higher density development is achieved in taller buildings. This would have positive implications for providing more aspects of a complete community and support for future transit. It also implements the town's Urban Structure.

Policy Direction – Amend the NOESP policies to provide for an overall minimum transit supportive density targets in the Trafalgar Urban Core Area.

Policy Direction – Amend the NOESP policies to provide for increased minimum building heights and densities in the Trafalgar Urban Core within a fixed distance from Trafalgar Road. Consider two bands of minimum heights and densities, with the taller, most dense buildings located in the band closer to

Trafalgar Road and the shorter buildings located in the band farther from Trafalgar Road.

Policy Direction – Amend the NOESP policies to limit the development of Medium Density Residential Uses in the Trafalgar Urban Core Area. Consider linking the permissions for developing Medium Density Residential uses to the achievement of prescribed minimum heights and densities in the Trafalgar Urban Core Area.

Policy Direction – Consider how opportunities to protect for higher density development in a range of building types might be applied to other Urban core Areas in North Oakville.

Neighbourhood Commercial Development

In the Neighbourhood Centre designation, at the core of the Residential Neighbourhood Areas, the mix of permitted uses includes small-scale convenience retail, personal service, restaurants and business activity. Medium density residential uses are also permitted in the Neighbourhood Centre designation.

To date, the majority of Neighbourhood Centre Areas have been predominately developed with residential uses. In these areas, the planned vision to provide for a mix of small-scale retail and service commercial uses in close proximity to the neighbourhoods is not being achieved. Further, the opportunity to provide for this is being lost since those lands are now developed with only residential only (Figure 1).

This figure shows for the Neighbourhood Centre (NC) zone, which is the zone implementing the Neighbourhood Centre Area land use category, how Townhomes (brown dot) and Single Detached (green dot) occupy a significant number of properties.

The flexible nature of the land use designations in the North Oakville Secondary Plans allows for mixed use development in the form of live-work within the Neighbourhood Centre Areas. However, the policies do not require retail and service commercial development and so far, this has not resulted in the provision of needed retail and service commercial space.

The revised Growth Plan, 2017, places additional emphasis on the development of complete communities with a new definition that acknowledges that a complete community will support convenient opportunities for people of all ages and abilities to access most of the necessities for daily living. These opportunities include a mix of jobs and local retail and service commercial uses.

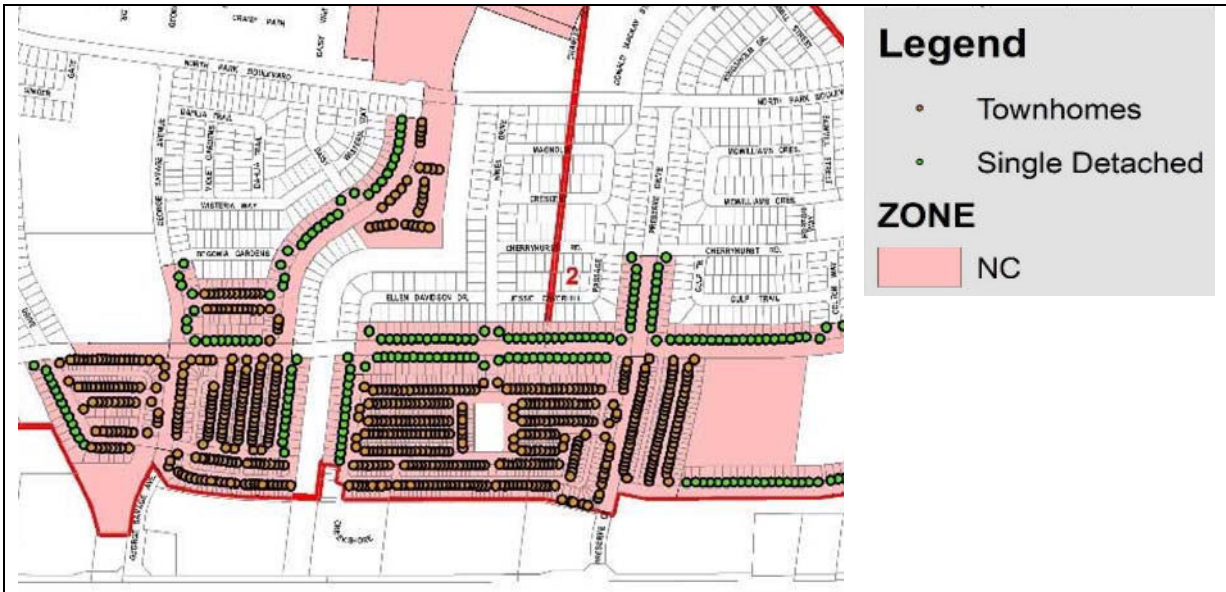


Figure 1. Neighbourhood Centre Areas developed in medium and low density housing.

The first step to achieving elements of a complete community in North Oakville that include local stores and services is to protect these potential lands for future opportunities and to introduce a mixed use form that is more viable than the live work form currently provided for in the policies. Viable forms of mixed use, such as the Main Street 1 designation from the Livable Oakville Plan, would provide for residential, commercial and office uses in integrated buildings and sites at higher development intensities.

The second step to achieving mixed use elements of a complete community in North Oakville would be to undertake additional detailed study to address retail and service commercial solutions as described in the section following regarding long-term matters to be addressed through the balance of the NOSPR.

The short-term policy directions for consideration are:

Policy Direction – *Identify lands to be protected for future retail and service commercial opportunities:* Amend Figure NOE 2, Land Use Plan to add the Neighbourhood Centre Area land use category from Appendix 7.3, North Oakville Master Plan and to add the Neighbourhood Central Activity Nodes from Figure NOE 1, Community Structure.

Policy Direction – *Provide for a more viable retail and service commercial, mixed use form:* Amend the NOESP policies to replace existing Neighbourhood Centre Area live work permissions with a Main Street 1 (or equivalent mixed use)

designation and apply that designation to the newly added Neighbourhood Centre Areas on Figure NOE 2, Land Use Plan.

Policy Direction – Amend the NOESP and NOWSP policies to include a definition of “complete community” as per the Growth Plan, 2017.

Next Steps for Policy Amendments

Table 4 identifies the timing and sequence of key steps leading towards the statutory process to bring forward official plan amendments to the North Oakville Plans according to the short-term policy directions outlined in this report:

Table 4. Key steps to amend the North Oakville Plans					
	2017	2018		→	2019-2020
	Q4	Q1	Q2	→	
Public Information Meeting - <i>draft policy amendments</i>				→	
Statutory Public Meeting - <i>proposed policy amendments</i>				→	
Public Meeting and Recommendation Report - <i>recommended policy amendments</i>				→	

Matters to be addressed in the Long-Term

The following matters were identified in the May 15, 2017 Sub-Committee report *North Oakville Secondary Plans Review* or have been identified since through the study process. These matters, for reasons of timing and complexity, will be addressed through the balance of the NOSPR. Additional policy directions are also provided in this section.

Conformity & Consistency with Provincial and Regional Planning Documents

The town’s Official Plan Review work program envisions an incremental approach to amending Oakville’s Official Plan. As the various studies and projects in the work program are completed, staff will be advancing a series of Official Plan Amendments for consideration and planning decisions by Town Council.

Each Official Plan Amendment that is advanced will be prepared to conform to the Growth Plan, 2017 as well as other provincial and regional planning documents. At

the conclusion of the town's Official Plan Review, a final audit of all the Official Plan policies be undertaken to identify any remaining areas to be revised to ensure conformity and consistency with provincial and regional planning documents

Oakville's Official Plan Review Policy Directions

Two town-wide studies have now been completed under the Official Plan Review that have implications for the North Oakville Plans and the NOSPR: the Urban Structure Review and the Employment and Commercial Review.

Urban Structure Review

On September 27, 2017, Council adopted an Official Plan Amendment to the Livable Oakville Plan that incorporated modifications that provide for a town-wide Urban Structure. Council also adopted Official Plan Amendments that provided for revisions to the North Oakville Plans to align them with the urban structure changes to the Livable Oakville Plan.

The intent of the town's new Urban Structure is to protect natural and cultural heritage and open space, maintain stable residential neighbourhoods, and direct growth to an identified system of nodes and corridors.

Key Urban Structure elements for North Oakville are shown in Appendix A – Town of Oakville Urban Structure and include:

- Nodes and Corridors (Trafalgar, Dundas and Neyagawa Urban Core Areas)
- Nodes and Corridors for Further Study (e.g. Health Oriented Mixed Use Node)
- Natural Heritage System and Parks, Open Space and Cemeteries
- Residential and Employment Areas
- Transit Nodes and Major Transportation facilities

Policy Direction – Implement the town-wide Urban Structure by amending the Community Structure schedules of the North East and West Secondary Plans (Figure NOE1 in the NOESP and Figure NOW1 in the NOWSP) to identify key Urban Structure elements including Nodes and Corridors for Further Study, Cultural Heritage Landscapes, Regional Transit Node and Proposed Regional Transit Node, Regional Transit Priority Corridor and proposed/existing Major Transportation Corridors.

Policy Direction – Amend other schedules in the North Oakville Plans, such as the Transportation Plan (Figure NOE4 in the NOESP and Figure NOW4 in the NOWSP) to implement corresponding aspects of the town's Urban Structure.

Employment and Commercial Review

The Employment and Commercial Review is complete and staff has developed policy directions to be addressed in other studies to ensure the town is well positioned to continue to accommodate employment and commercial growth.

The following policy directions are provided from the Employment and Commercial Review for the NOSPR.

Policy Direction – Protect Employment Lands: The employment area policies should be updated to conform to the employment land conversion policies in accordance with the Growth Plan, 2017.

Policy Direction – Identify priority areas for Major Office Uses: Identify and designate lands within North Oakville that would be appropriate to support 'Major Office' development in accordance with the policies of the Growth Plan, 2017.

Policy Direction – Provide opportunities to secure commercial development to support the development of complete communities: The provision of well-integrated commercial development in North Oakville should be secured to ensure the development of complete communities and the definition of complete communities in accordance with the Growth Plan, 2017 should be added to the Plans.

Policy Direction – Harmonize Employment Area Planning Policies: The employment area planning policies from the North Oakville Secondary Plans should be harmonized with the Livable Oakville Official Plan.

Adding lands to the Natural Heritage System

The NOESP and the NOWSP, approved in 2008 and 2009 respectively, identify a Natural Heritage System that presently conforms to the Regional Official Plan. In the time since the North Oakville Plans were approved, the policy framework governing natural environment areas has evolved.

A review of these policies is being undertaken through the region's ongoing Official Plan Review. This may result in a revised policy framework for the region's Natural Heritage System, which in turn would result in updates to Oakville's Natural Heritage System policies.

Neighbourhood Commercial Policies

The planned vision in the North Oakville neighbourhood areas for the development of a complete community consisting of a mix of opportunities to live and work is viewed generally as a means to reduce reliance on the automobile and to increase

mobility choices including pedestrian activity, active transportation, multi-modal transportation and transit-use.

The first step to achieving those elements of a complete community in North Oakville, described above, involves protecting land for future opportunities and introducing a more viable mixed use designation.

The next step will be a closer examination of the neighbourhood commercial environment to North Oakville to confirm a more suitable policy framework to guide development. This examination will include a retail and service commercial market analysis (supply and demand), geographic analysis of planned versus actual development (roads, housing, commercial), parking and transportation and a best practices review.

Transitional Area Development

The NOESP provides for a Transitional Area designation along the north side of Burnhamthorpe Road that is intended to provide an interface and buffer between the residential areas to the south to the employment uses to the north. A range of uses are permitted on these lands including community parks, cemeteries, institutional uses, small-scale convenience retail, personal service, restaurants and business activity and residential uses.

Development of a complete community in North Oakville will depend on the full range of these uses being provided. To date however, proposed and approved development on lands designated Transitional Area has been entirely residential.

While it is recognized that it may take longer for certain non-residential uses to establish, the NOSPR will examine additional ways beyond the existing policies to ensure that these important non-residential components of a complete community are provided through future development.

Location of Stormwater Management Facilities

The location and shape of stormwater management facilities and their potential impacts on adjacent urban land uses within the urban core areas is identified as a recurring issue in the development of North Oakville.

The location and shape of stormwater ponds has a direct influence over the amount of development that can occur in a particular section of an urban core area. For example, a large pond located adjacent to a transit corridor in an urban core area removes land that would be otherwise be available for a mix of transit supportive uses including housing and employment. Similarly, a large stormwater pond can act as a barrier between adjacent development and accessing facilities within the transit corridor.

During this stage of the study, the extent to which further policy direction in the North Oakville Plans may assist in locating and configuring these ponds will be examined. This further study will be undertaken in collaboration with landowners, key town departments including Development Engineering and in the context of North Oakville Creek Subwatershed Study, which provides overall direction for stormwater management in North Oakville.

Additional Policy Areas, Compatibility and Consolidation with Livable Oakville

Key areas of consideration through the NOSPR include the existing phasing policies to determine if they are still appropriate, an update to the master plan to reflect actual development and any implications for the North Oakville Minutes of Settlement and other agreements.

Compatibility with the Livable Oakville Plan in terms of land use designations and permitted uses is also a key consideration in the NOSPR as well as which policies in the North Oakville Plans may need to be revised to address broader consistency with directions provided from other town master plans.

Consolidation of the NOSPR will occur incrementally as appropriate through specific Official Plan Amendments and will eventually include reorganizing, restructuring, reformatting and eliminating redundant text from the existing North Oakville Plans and bringing them into the Livable Oakville Plan.

Planning for Significant Areas of Land is Advancing

Planning matters for two larger areas of land within the North Oakville Plans are advancing. These are the Health Oriented Mixed Use Node and the North Oakville West lands at Bronte Road. Information coming from these processes will be incorporated into the NOSPR as appropriate.

Official Plan Implementation Tools

Depending on the degree to which the policies of the North Oakville Plans are revised, the North Oakville Comprehensive Zoning By-law 2009-189 and the North Oakville Urban Design Guidelines may also be updated.

Community Design and Operational Issues with North Oakville Development

The NOSPR will evaluate the extent to which updated policies might assist in addressing issues of a design and operational nature, as well as financial implications of the development to date.

CONSIDERATIONS:

(A) PUBLIC

There has been, and will continue to be broad-based public engagement throughout the study process including engagement with the new residents and business owners of North Oakville and stakeholder meetings with various North Oakville landowners.

(B) FINANCIAL

There are no financial implications arising from this report.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

There are numerous town departments engaged in the five-year Official Plan Review that will be consulted throughout the process of this study.

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- be accountable
- be the most livable town in Canada

(E) COMMUNITY SUSTAINABILITY

The work undertaken in the study generally complies with the sustainability objectives of the Livable Oakville Plan.

APPENDICES:

Appendix A - Town of Oakville – Urban Structure

Prepared by:

Kirk Biggar, MCIP, RPP
Senior Planner, Policy Planning

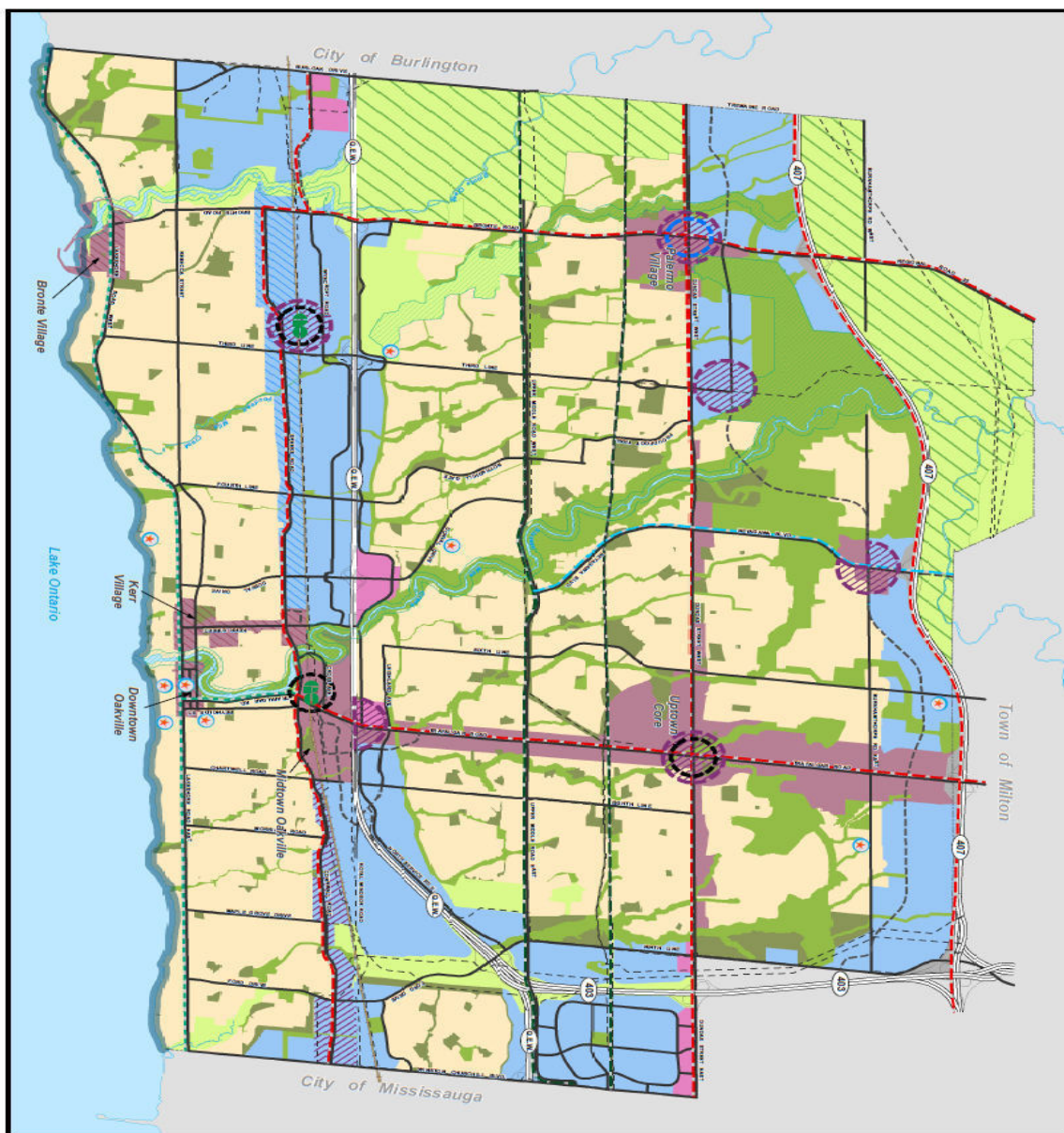
Recommended by:

Diane Childs, MCIP, RPP
Manager, Policy Planning

Submitted by:

Mark H. Simeoni, MCIP, RPP
Director, Planning Services

Appendix A Town of Oakville – Urban Structure



SCHEDULE A1 URBAN STRUCTURE

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
- PROPOSED REGIONAL TRANSIT NODE
- NODES AND CORRIDORS²
- MAJOR TRANSPORTATION CORRIDOR³
- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- REGIONAL TRANSIT PRIORITY CORRIDOR
- MOBILITY LINK
- MAJOR ACTIVE TRANSPORTATION CONNECTIONS
- SCENIC CORRIDOR
- UTILITY CORRIDOR
- PROVINCIAL PRIORITY TRANSIT CORRIDOR
- MAJOR TRANSIT STATION¹
- HERITAGE CONSERVATION DISTRICTS⁴
- CULTURAL HERITAGE LANDSCAPES

NOTE 1: This schedule does not represent and use designations having theoretical or manufacturing related further study to more precisely delineate the extent of such areas.

NOTE 2: Transportation corridors, with the exception of provincial highways, serve all transportation modes including transit, pedestrian and bicycle facilities.

NOTE 3: Heritage Conservation Districts and Cultural Heritage Landscapes are defined in the Ontario Heritage Act. Heritage Landscapes are protected and regulated under the Ontario Heritage Act. They shall be added to Schedule A1: Urban Structure.

NOTE 4: This schedule does not represent and use designations having theoretical or manufacturing related further study to more precisely delineate the extent of such areas.

NOTE 5: Transportation corridors, with the exception of provincial highways, serve all transportation modes including transit, pedestrian and bicycle facilities.

NOTE 6: Heritage Conservation Districts and Cultural Heritage Landscapes are defined in the Ontario Heritage Act. Heritage Landscapes are protected and regulated under the Ontario Heritage Act. They shall be added to Schedule A1: Urban Structure.

1:50,000
September 26, 2017



THE CORPORATION OF THE TOWN OF OAKVILLE

****DRAFT* 2018-01-25***

BY-LAW NUMBER 2018-__

Official Plan Amendment __

A by-law to adopt an amendment to the North Oakville East Secondary Plan forming part of the Official Plan of the Oakville Planning Area (File No. 41.15.56)

WHEREAS the North Oakville East Secondary Plan, approved by the Ontario Municipal Board on January 11, 2008, forms part of the Official Plan of the Oakville Planning Area applicable to lands not covered by the Livable Oakville Plan;

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; and,

WHEREAS it is deemed necessary to pass an amendment to the Official Plan of the Oakville Planning Area to implement the policy directions focused on areas of concern to be addressed in the short-term through the North Oakville Secondary Plans Review.

COUNCIL ENACTS AS FOLLOWS:

1. The attached Amendment Number __ to the Official Plan of the Oakville Planning Area, Official Plan Amendment 272 (North Oakville East Secondary Plan) is hereby adopted.
2. Pursuant to subsection 17(27) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, this Official Plan Amendment comes into effect upon the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to subsections 17(24) and (25). Where one or more appeals have been filed under subsection 17(24) and (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Municipal Board.

3. In the event that the Regional Municipality of Halton, being the Approval Authority, declares this Official Plan Amendment to be not exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Amendment Number __ to the North Oakville East Secondary Plan forming part of the Official Plan of the Oakville Planning Area.

PASSED this __ day of _____, 2018

MAYOR

CLERK

DRAFT

**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, constitute Amendment Number ____ to the North Oakville East Secondary Plan forming part of the Official Plan of the Oakville Planning Area.

Part 1 – Preamble

1. Purpose

The purpose of the proposed official plan amendment is to modify the text of the North Oakville East Secondary Plan to implement the policy directions focused on areas of concern to be addressed in the short-term through the North Oakville Secondary Plans Review.

The effect of the proposed amendment includes changes to:

- Update the Stormwater Management Facility use permissions to provide greater direction on locations within the Urban Core Areas
- Update the Trafalgar Urban Core purpose policy to reference the town's Urban Structure
- Update the Trafalgar Urban Core land use policies to reflect transit supportive minimum densities, introduce location specific minimum heights and location specific medium density policies
- Clarify the provision of bonusing in the Trafalgar Urban Core Area and Dundas Urban Core Area
- Update the Neighbourhood Centre Area policies to enhance clarity, require limited commercial or mixed use at neighbourhood activity nodes, and increase the maximum height

- Update the Medium Density Residential Development and High Density Residential Development definitions

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

- Section 7.6.2.2.a) Stormwater Management Facility;
- Section 7.6.4 Trafalgar Urban Core Area;
- Section 7.6.5 Dundas Urban Core Area;
- Section 7.6.7.1 Neighbourhood Centre Area; and,
- Section 7.10.13 Definitions.

2. Background

- The North Oakville East Secondary Plan (NOESP) was approved by the Ontario Municipal Board (OMB) in January 2008 and provides policy direction for growth and development to 2021.
- The NOESP predates the Growth Plan (2006) and was developed to have regard for the Provincial Policy Statement (1997).
- The NOESP relies on policies from the town's 2006 Oakville Official Plan and are not part of the Livable Oakville Plan.

3. Basis

- The Provincial Policy Statement (2014) which came into force and effect on April 30, 2014.
- The Growth Plan for the Greater Golden Horseshoe (2017) and the Greenbelt Plan (2017), both of which came into force and effect July 1, 2017.
- Section 26 of the *Planning Act*, as amended, requires municipalities to review their official plans no less frequently than 10 years after it comes into effect as a new official plan, and every five years thereafter, unless the plan has been replaced by another new official plan.
- On February 10, 2014, Planning and Development Council received a staff report entitled "*Long Range Planning Work Program*" which signaled the commencement of the five-year Official Plan Review. The report identified

that the policies guiding growth and change in North Oakville were to be reviewed.

- On May 11, 2015, Planning and Development Council hosted a Special Public Meeting and received a staff report titled “*Official Plan Review – Special Public Meeting*” launching the five-year Official Plan Review. The report identified that a review of the North Oakville East and West Secondary Plans was to be undertaken.
- On May 15, 2017, the Livable Oakville Council Sub-committee received the report entitled “*North Oakville Secondary Plans Review*” which outlined the purpose and scope of the study, the study process, emerging issues identified by staff, and preliminary directions resulting from the Official Plan Review and other land use planning initiatives.
- On November 6, 2017, the Livable Oakville Council Sub-committee received the report “*North Oakville Secondary Plans Review – Directions Report*” which confirmed areas of concern and identified draft policy directions to be addressed in the short-term and matters to be addressed in the long term.
- A Public Information Meeting was held on December 6, 2017 to solicit public input on the draft policy directions for the North Oakville Secondary Plans Review.
- The statutory public meeting on the proposed Official Plan Amendment is to be held on February 12, 2017.
- Notice of the statutory public meeting regarding the proposed Official Plan Amendment was circulated to the agencies and public bodies prescribed by the *Planning Act*, mailed to property owners within the North Oakville East Secondary Plan Area, and emailed to the Official Plan Review E-blast distribution list, on or before January 23, 2018 and was published in the local newspaper on January 25, 2018.
- The proposed amendment was available for public review in the Planning Services Department at Town Hall, 1225 Trafalgar Road, and on the town’s website (www.oakville.ca), on or before January 23, 2018, being at least 20 days before the statutory public meeting.

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 North Oakville East Secondary Plan. Text that is crossed out ("~~strikethrough~~") is to be deleted from the North Oakville East Secondary Plan.

Item No.	Section	Description of Change
1.	7.6.2.2 LAND USES GENERALLY PERMITTED Permitted in Most Land Use Designations	Revise and introduce new definitions as follows: a) Stormwater Management Facility Stormwater management facilities i) provided sites and development standards are consistent with the policies of this Secondary Plan and in accordance with directions established in the North Oakville Creeks Subwatershed Study. In addition, ii) notwithstanding the other policies of this section, stormwater management facilities may be permitted in the Core Preserve Area, Linkage Preserve Area, High Constraint Stream Area and Medium Constraint Stream Area designations in conformity with the policies of Section 7.4.7.3 c) of this Plan, <u>and,</u> iii) <u>shall not be permitted within 100m of a Major Arterial/Transit Corridor, Minor Arterial/Transit Corridor or Arterial/Transit Corridor within the Trafalgar Urban Core, Dundas Urban Core or Nevaqawa Urban Core.</u>
2.	7.6.4.1 TRAFALGAR URBAN CORE Purpose	Revise the policy as follows: <u>The Trafalgar Urban Core Area is identified in Section 3, Urban Structure and Schedule A1, Urban Structure of the Livable Oakville Plan as part of the Nodes and Corridors element. Nodes and Corridors are key areas identified as the focus for mixed use development and intensification and comprise the town's strategic growth areas, as defined in the Growth Plan, 2017.</u> The Trafalgar Urban Core Area designation on Figure NOE2 is designed to ultimately provide for the creation of a major Node - a dense, mixed use development concentration that is pedestrian and transit oriented. This area will link to and complement the Uptown Core to the south of Dundas Street.
3.	7.6.4.8 TRAFALGAR	Revise and introduce new policies as follows: b) The highest development densities will be focused along

Item No.	Section	Description of Change
	URBAN CORE Land Use Policies for All Core Areas 1-4	<p>Trafalgar Road, with building heights and densities generally scaling down east and west of Trafalgar Road. Development at the edge of the Urban Core will be designed as a transition to abutting residential neighbourhoods. A mix of uses shall be permitted in the Trafalgar Urban Core Area at the following <u>with a range of</u> heights and densities <u>to support transit</u>, with development being encouraged to exceed the minimum density to better support transit use where ever possible.</p> <p><u>c) Minimum Density</u></p> <p><u>Development within 500m of Trafalgar Road shall achieve an overall minimum density target of 72 units per hectare or 160 residents and jobs combined per hectare.</u></p> <p>i) Minimum density— Floor Space Index (FSI) of 1 for those lands north of the mixed use area along existing Burnhamthorpe Road and those blocks fronting on Trafalgar Road and 0.75 for other lands within the designation, except as set out in subsection f). Notwithstanding these interim requirements, development in Urban Core Area 1 not fronting on the Trafalgar Corridor or existing Burnhamthorpe shall be subject to the density provisions of the employment area designation.</p> <p>In addition, to ensure an appropriate transition, the minimum density for areas along the eastern and western boundaries which abut residential neighbourhoods may be reduced to an FSI of 0.5;</p> <p>ii) Maximum density— FSI of 5;</p> <p>iii) 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. However, development at less than 30 units per net hectare will be limited, and will generally be located in areas adjacent to the east and west boundaries of the Trafalgar Urban Core Area;</p>

Item No.	Section	Description of Change
		<p>d) <u>Building Heights</u></p> <p>i) <u>Development within 100m of the Trafalgar Road right-of-way shall be a minimum of 8 storeys;</u></p> <p>ii) <u>Development between 100m and 300m of the Trafalgar Road right-of-way shall be a minimum of 6 storeys;</u></p> <p>iii) <u>Development beyond 300m of the Trafalgar Road right-of-way shall be a minimum of 4 storeys;</u></p> <p>iv) <u>A mMinimum height— of 5 metres for a commercial and or industrial building may be permitted as part of a comprehensive development, including zoning; and primarily 3 storeys for other development, with the exception that</u></p> <p>v) <u>Notwithstanding Section 7.6.4.8.d.iii), the minimum height along the western and eastern boundaries which abut residential neighbourhoods may be 2 storeys; and,</u></p> <p>vi) <u>A mMaximum height— of 15 storeys shall be permitted, with the exception of lands at the intersection of Major Arterial/Transit Corridors and Avenue/Transit Corridors with Trafalgar Road where the maximum height shall be 20 storeys.; and,</u></p> <p>vii) <u>Increases beyond the maximum permitted building height may be considered through bonusing, subject to Section 7.10.2.</u></p> <p>e) <u>Medium Density Residential Development</u></p> <p><u>Notwithstanding Section 7.6.4.5.d), 7.6.4.6.b), and 7.6.4.7.c), the following applies:</u></p> <p>i) <u>Medium Density Residential development shall not be permitted within 100m of the Trafalgar Road right-of-way;</u></p> <p>ii) <u>Medium Density Residential development may be</u></p>

Item No.	Section	Description of Change
		<p><u>permitted in other areas of the Trafalgar Urban Core Area, provided that:</u></p> <p>a. <u>the transit supportive minimum density target is achieved,</u> b. <u>a complete community is achieved,</u> c. <u>a mix of uses is provided, and,</u> d. <u>a range and mix of housing form and unit sizes to accommodate a diverse range of household sizes and incomes is provided.</u></p> <p>iii) <u>Medium Density Residential development shall not exceed 30 percent of the total number of units in the area between 100m to 300m of the Trafalgar Road right-of-way.</u></p>
4.	7.6.5.3 DUNDAS URBAN CORE Land Use Policies	Reorder and introduce new policies as follows: b) <u>Increases of up to 4 storeys beyond the maximum permitted building height may be considered through bonusing, subject to Section 7.10.2.</u> b) c)
5.	7.6.7.1 NEIGHBOURHOOD AREA Neighbourhood Centre Area	Revise and introduce new policies as follows: a) <u>Purpose</u> The Neighbourhood Centre Area land use category on Appendix 7.3 will generally be used for areas located central to each neighbourhood. It is intended to accommodate a range of medium density residential, development including <u>mixed use, live/work units</u> and limited commercial and civic uses focused at a central neighbourhood activity node to serve neighbourhood residents. b) <u>Permitted Uses, Buildings and Structures</u> <ul style="list-style-type: none"> • The permitted uses shall be medium density residential uses, <u>mixed use</u> and small scale convenience retail, personal service, restaurants and business activity, as well as public and institutional uses including village squares. Business activity may include a range of small scale uses including offices, medical clinics, workshops for artisans and artists studios.

Item No.	Section	Description of Change
		<ul style="list-style-type: none"> • Permitted uses shall be primarily located in live/work <u>mixed use</u> or medium density residential buildings. Both mixed use, single use buildings shall be permitted, and this may include convenience commercial buildings in accordance with the provisions in Subsection c) below. • <u>Notwithstanding the above, a minimum of one mixed use or single use convenience commercial building, in accordance with the provisions in Subsection c) below, is required within each neighbourhood activity node identified on Figure NOE 1.</u> <p>c) <u>Land Use Policies</u></p> <ul style="list-style-type: none"> • Mixed-use development will be focused at neighbourhood activity nodes, <u>identified on Figure NOE 1</u>, which will include a transit stop and other public facilities which serve the neighbourhood such as central mail boxes, or mail pickup facilities. In addition, convenience commercial facilities or similar uses will be encouraged to locate in these areas. • A mix of uses shall be permitted at the following heights and densities: <ul style="list-style-type: none"> ○ Minimum density - FSI of 0.5 for mixed use; ○ Maximum density - FSI of 2 for mixed use; ○ Minimum density - 35 units per net hectare for residential; ○ Maximum density - 150 units per net hectare for residential; ○ Minimum height - 2 storeys; and, ○ Maximum height - 5 <u>6</u> storeys.
6.	7.10.13 DEFINITIONS	Revise and introduce new definitions as follows: <ul style="list-style-type: none"> l) Medium Density Residential Development, buildings or uses shall consist primarily of single detached dwellings on small lots, semi-detached, duplex and triplex dwellings, as

Item No.	Section	Description of Change
		<p>well—multiple attached dwelling units such as townhouses, back-to-back townhouses, block townhouses, stacked townhouses and apartments or similar types of dwellings, the majority with direct frontage and access to a public or private street.</p> <p>m) High Density Residential Development, buildings or uses shall consist of stacked townhouses, back-to-back townhouses and apartments or similar types of dwellings.</p> <p><u>o) Complete Communities are places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts (Growth Plan 2017)</u></p> <p><u>p) Regional Transit Priority Corridor means a thoroughfare identified in Halton Region’s Mobility Management Strategy that has or is planned to provide greater levels of transit service connecting people to existing and planned local and regional destinations including urban growth centres, mobility hubs, employment areas, major transit station areas and abutting municipal connections. Transit priority corridors provide a focus for transit-supportive development.</u></p> <p><u>q) Strategic Growth Areas means within settlement areas, nodes, corridors and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas (Growth Plan, 2017).</u></p>

Item No.	Section	Description of Change
		<p>r) <u>The auxiliary verbs “may”, “should” and “shall” are used throughout this Plan in the following context:</u></p> <p><u>i) “may” implies that the policy is permissive and not mandatory or obligatory;</u></p> <p><u>ii) “should” implies that the policy is directive and demands compliance unless proven otherwise on good planning grounds; and</u></p> <p><u>iii) “shall” implies that the policy is mandatory and requires full compliance.</u></p>

DRAFT



THE CORPORATION OF THE TOWN OF OAKVILLE

****DRAFT* 2018-01-25***

BY-LAW NUMBER 2018-___

Official Plan Amendment ___

A by-law to adopt an amendment to the North Oakville West Secondary Plan forming part of the Official Plan of the Oakville Planning Area (File No. 41.15.56)

WHEREAS the North Oakville West Secondary Plan, approved by the Ontario Municipal Board on January 11, 2008, forms part of the Official Plan of the Oakville Planning Area applicable to lands not covered by the Livable Oakville Plan;

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; and,

WHEREAS it is deemed necessary to pass an amendment to the Official Plan of the Oakville Planning Area to implement the policy directions focused on areas of concern to be addressed in the short-term through the North Oakville Secondary Plans Review.

COUNCIL ENACTS AS FOLLOWS:

1. The attached Amendment Number ___ to the Official Plan of the Oakville Planning Area, Official Plan Amendment 289 (North Oakville West Secondary Plan) is hereby adopted.
2. Pursuant to subsection 17(27) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, this Official Plan Amendment comes into effect upon the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to subsections 17(24) and (25). Where one or more appeals have been filed under subsection 17(24) and (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Municipal Board.

3. In the event that the Regional Municipality of Halton, being the Approval Authority, declares this Official Plan Amendment to be not exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Amendment Number __ to the North Oakville West Secondary Plan forming part of the Official Plan of the Oakville Planning Area.

PASSED this __ day of _____, 2018

MAYOR

CLERK

DRAFT

**Official Plan Amendment Number ____
to the North Oakville West 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, constitute Amendment Number ____ to the North Oakville West Secondary Plan forming part of the Official Plan of the Oakville Planning Area.

Part 1 – Preamble

1. Purpose

The purpose of the proposed official plan amendment is to modify the text and schedules of the North Oakville West Secondary Plan to implement the policy directions focused on areas of concern to be addressed in the short-term through the North Oakville Secondary Plans Review.

The effect of the proposed amendment includes changes to:

- Update the Stormwater Management Facility use permissions to provide greater direction on locations within the Palermo Village Urban Core Area and in proximity to Dundas Street West,
- Update the Medium Density Residential Development and High Density Residential Development definitions, and,
- Introduce new definitions from the Growth Plan (2017)

The proposed official plan amendment will result in revisions to the following sections of the North Oakville West Secondary Plan:

- Section 8.6.2.2.a) Stormwater Management Facility, and
- Section 8.10.13 Definitions.

2. Background

- The North Oakville West Secondary Plan (NOWSP) was approved in May 2009 and is in full force and effect, except for lands under appeal to the OMB located north of the intersection of Bronte Road and Dundas Street West.
- The NOWSP provides policy direction for growth and development to 2021.
- The NOWSP was developed to conform to the Growth Plan (2006) and be consistent with the Provincial Policy Statement (2005).
- The NOWSP relies on policies from the town's 2006 Oakville Official Plan and are not part of the Livable Oakville Plan.

3. Basis

- Section 26 of the *Planning Act*, as amended, requires municipalities to review their official plans no less frequently than 10 years after it comes into effect as a new official plan and every five years thereafter, unless the plan has been replaced by another new official plan.
- On February 10, 2014, Planning and Development Council received a staff report entitled "*Long Range Planning Work Program*" which signaled the commencement of the five-year Official Plan Review. The report identified that the policies guiding growth and change in North Oakville were to be reviewed.
- On May 11, 2015, Planning and Development Council hosted a Special Public Meeting and received a staff report titled "*Official Plan Review – Special Public Meeting*" launching the five-year Official Plan Review. The report identified that a review of the North Oakville East and West Secondary Plans was to be undertaken.
- On May 15, 2017, the Livable Oakville Council Sub-committee received the report entitled "*North Oakville Secondary Plans Review*" which outlined the purpose and scope of the study, the study process, emerging issues identified by staff, and preliminary directions resulting from the Official Plan Review and other land use planning initiatives.
- On November 6, 2017, the Livable Oakville Council Sub-committee received the report "*North Oakville Secondary Plans Review – Directions Report*" which confirmed areas of concern and identified draft policy directions to be addressed in the short-term and matters to be addressed in the long term.

- A Public Information Meeting was held on December 6, 2017 to solicit public input on the draft policy directions for the North Oakville Secondary Plans Review.
- The statutory public meeting on the proposed Official Plan Amendment is to be held on February 12, 2017.
- Notice of the statutory public meeting regarding the proposed Official Plan Amendment was circulated to the agencies and public bodies prescribed by the *Planning Act*, mailed to property owners within the North Oakville East Secondary Plan Area, and emailed to the Official Plan Review E-blast distribution list, on or before January 22, 2018 and was published in the local newspaper on January 25, 2018.
- The proposed amendment was available for public review in the Planning Services Department at Town Hall, 1225 Trafalgar Road, and on the town's website (www.oakville.ca), on or before January 22, 2018, being at least 20 days before the statutory public meeting.

DRAFT

Part 2 – The Amendment

A. Text Changes

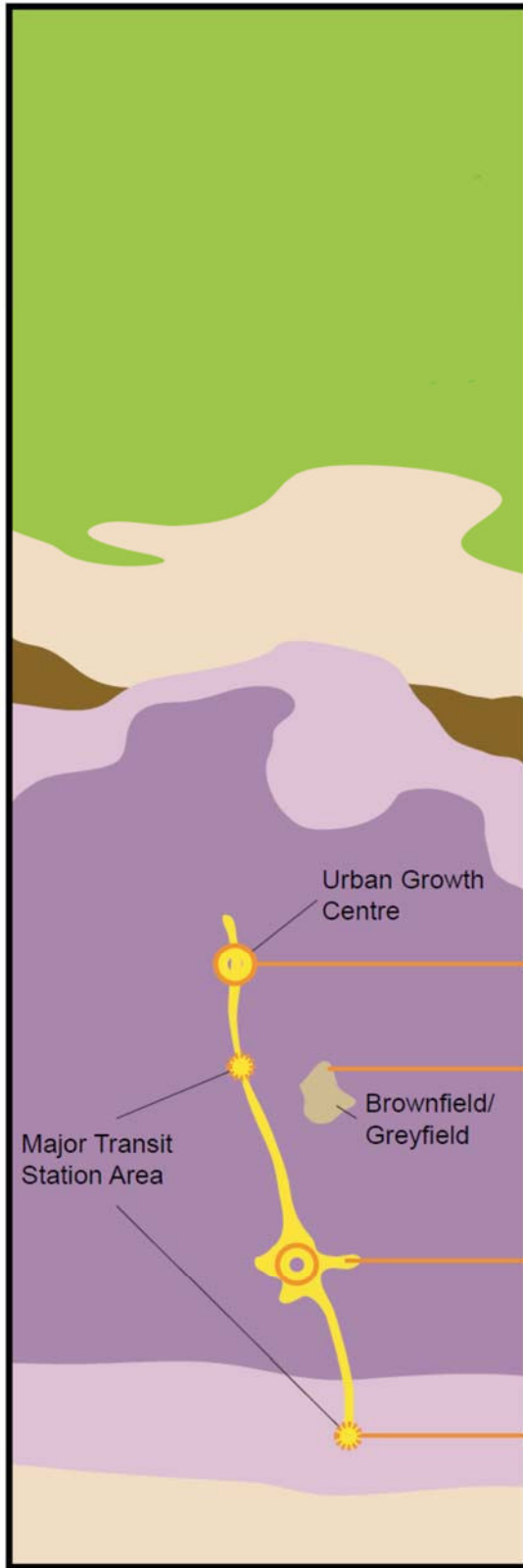
The amendment includes the changes to the text of the North Oakville West Secondary Plan listed in the following table. Text that is **bolded and underlined** is new text to be inserted into North Oakville West Secondary Plan. Text that is crossed out (“~~strike through~~”) is to be deleted from the North Oakville West Secondary Plan.

Item No.	Section	Description of Change
1.	8.6.2.2 LAND USES GENERALLY PERMITTED Permitted in Most Land Use Designations	Revise and introduce new definitions as follows: a) Stormwater Management Facility Stormwater management facilities <i>i)</i> provided sites and development standards are consistent with the policies of this Secondary Plan and in accordance with directions established in the North Oakville Creeks Subwatershed Study. In addition, <i>ii)</i> notwithstanding the other policies of this section, stormwater management facilities may be permitted in the Core Preserve Area, Linkage Preserve Area, High Constraint Stream Area and Medium Constraint Stream Area designations in conformity with the policies of Section 8.4.7.3 c) of this Plan, <u>and,</u> <i>iii)</i> <u>shall not be permitted within 100m of a Major Arterial/Transit Corridor, Minor Arterial/Transit Corridor or Arterial/Transit Corridor within the Palermo Village North Urban Core, or Dundas Street West.</u>
2.	8.10.13 DEFINITIONS	Revise and introduce new definitions as follows: k) Medium Density Residential Development, buildings or uses shall consist primarily of single detached dwellings on small lots, semi-detached, duplex and triplex dwellings, as well multiple attached dwelling units such as townhouses, back-to-back townhouses, block townhouses, stacked townhouses <u>and apartments</u> or similar types of dwellings, the majority with direct frontage and access to a public or private street.

Item No.	Section	Description of Change
		<p>l) High Density Residential Development, buildings or uses shall consist of stacked townhouses, back-to-back townhouses and apartments or similar types of dwellings.</p> <p><u>m) Complete Communities are places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts (Growth Plan 2017)</u></p> <p><u>n) Regional Transit Priority Corridor means a thoroughfare identified in Halton Region’s Mobility Management Strategy that has or is planned to provide greater levels of transit service connecting people to existing and planned local and regional destinations including urban growth centres, mobility hubs, employment areas, major transit station areas and abutting municipal connections. Transit priority corridors provide a focus for transit-supportive development.</u></p> <p><u>o) Strategic Growth Areas means within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas (Growth Plan, 2017).</u></p> <p><u>p) The auxiliary verbs “may”, “should” and “shall” are used throughout this Plan in the following context:</u></p> <p><u>i) “may” implies that the policy is permissive and not mandatory or obligatory;</u></p>

Item No.	Section	Description of Change
		<p><u>ii) “should” implies that the policy is directive and demands compliance unless proven otherwise on good planning grounds; and</u></p> <p><u>iii) “shall” implies that the policy is mandatory and requires full compliance.</u></p>

DRAFT



**Greenbelt
Area**
(Ontario Regulation 59/05)

Agricultural Land Base
and Rural Lands

Excess Lands

Designated
Greenfield Area

Delineated
Built-Up Area

Settlement
Areas

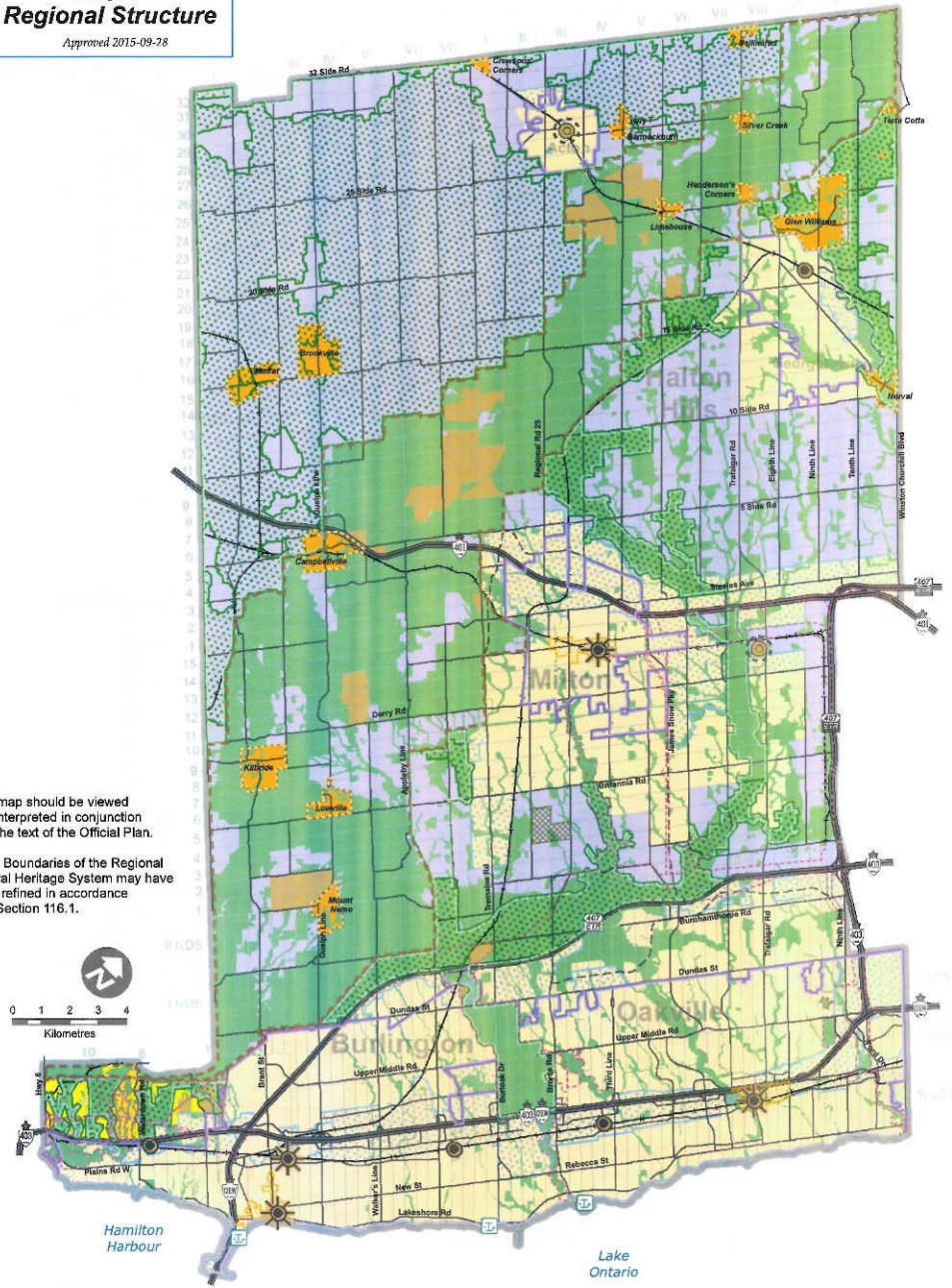
**Strategic Growth
Areas**

Urban Growth
Centre

Brownfield/
Greyfield

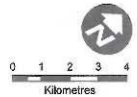
Major Transit
Station Area

Map 1
Regional Structure
Approved 2013-09-28



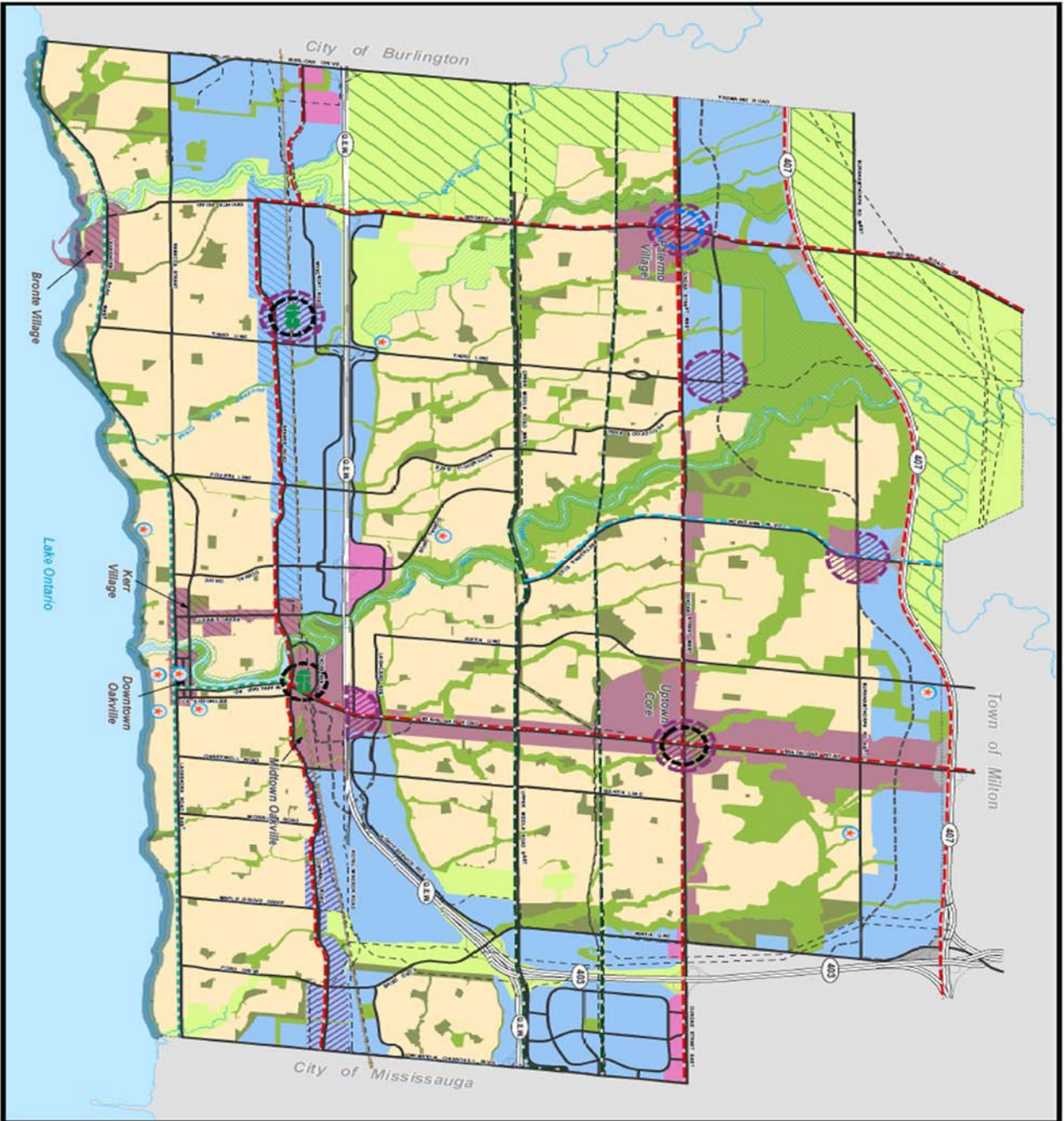
This map should be viewed and interpreted in conjunction with the text of the Official Plan.

* The Boundaries of the Regional Natural Heritage System may have been refined in accordance with Section 116.1.



- | | | |
|--------------------------------|---|---|
| Waterfront Park (See Map 2) | Urban Area <i>Approved 2013-10-21</i> | Greenbelt Plan Protected Countryside Boundary |
| Major Transit Station | Hamlet | Niagara Escarpment Plan Boundary |
| Proposed Major Transit Station | Agricultural Area | Parkway Belt West Plan Boundary |
| Mobility Hub | Regional Natural Heritage System * | Built Boundary |
| Rail Line | Mineral Resource Extraction Area | Employment Area <i>Approved 2013-10-21</i> |
| Proposed Major Arterial | North Aldershot Policy Area | Urban Growth Centre |
| Major Road | Greenbelt Natural Heritage System (Overlay) | Area Eligible for Urban Servicing |
| Provincial Freeway | Halton Waste Management Site | |
| Lot and Concession Line | | |
| Municipal Boundary | | |

Appendix G
Town of Oakville Urban Structure



**SCHEDULE A1
URBAN STRUCTURE**

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
- PROPOSED REGIONAL TRANSIT NODE
- NODES AND CORRIDORS 2 FOR FURTHER STUDY
- MAJOR TRANSPORTATION CORRIDOR³
- 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

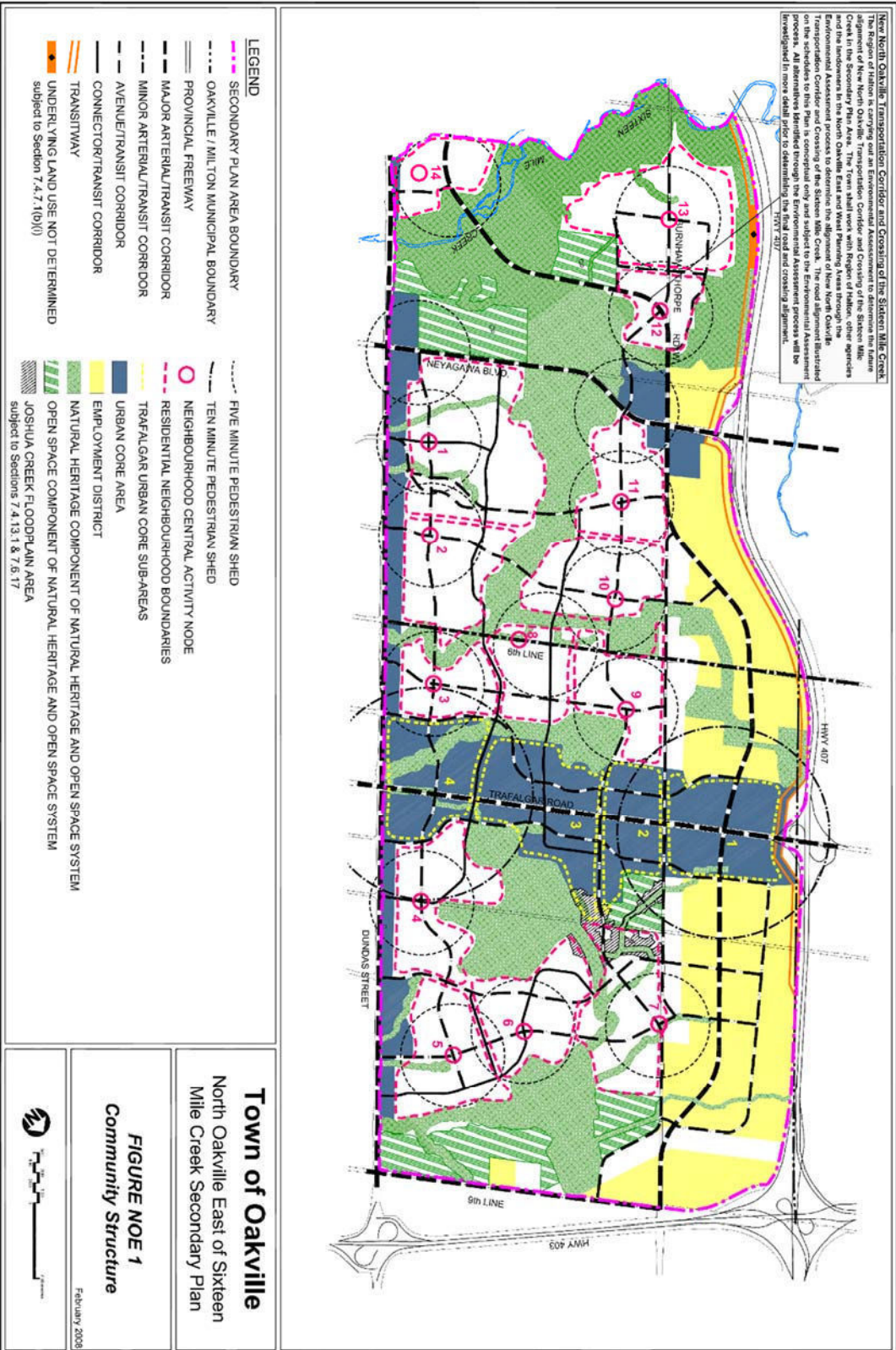
NOTE 1: This schedule does not represent land use designations.
NOTE 2: In addition, the south side of Dundas is recognized as having the potential for redevelopment subject further study to more precisely delineate the extent of such areas.
NOTE 3: Transportation corridors, with the exception of Provincial Highways, permit all transportation modes including transit, pedestrian and bicycle facilities.
NOTE 4: Heritage Conservation Districts and Cultural Heritage landscapes are protected and regulated under the Ontario Heritage Act. They shall be added to Schedule A1, Urban Structure.

1:50,000

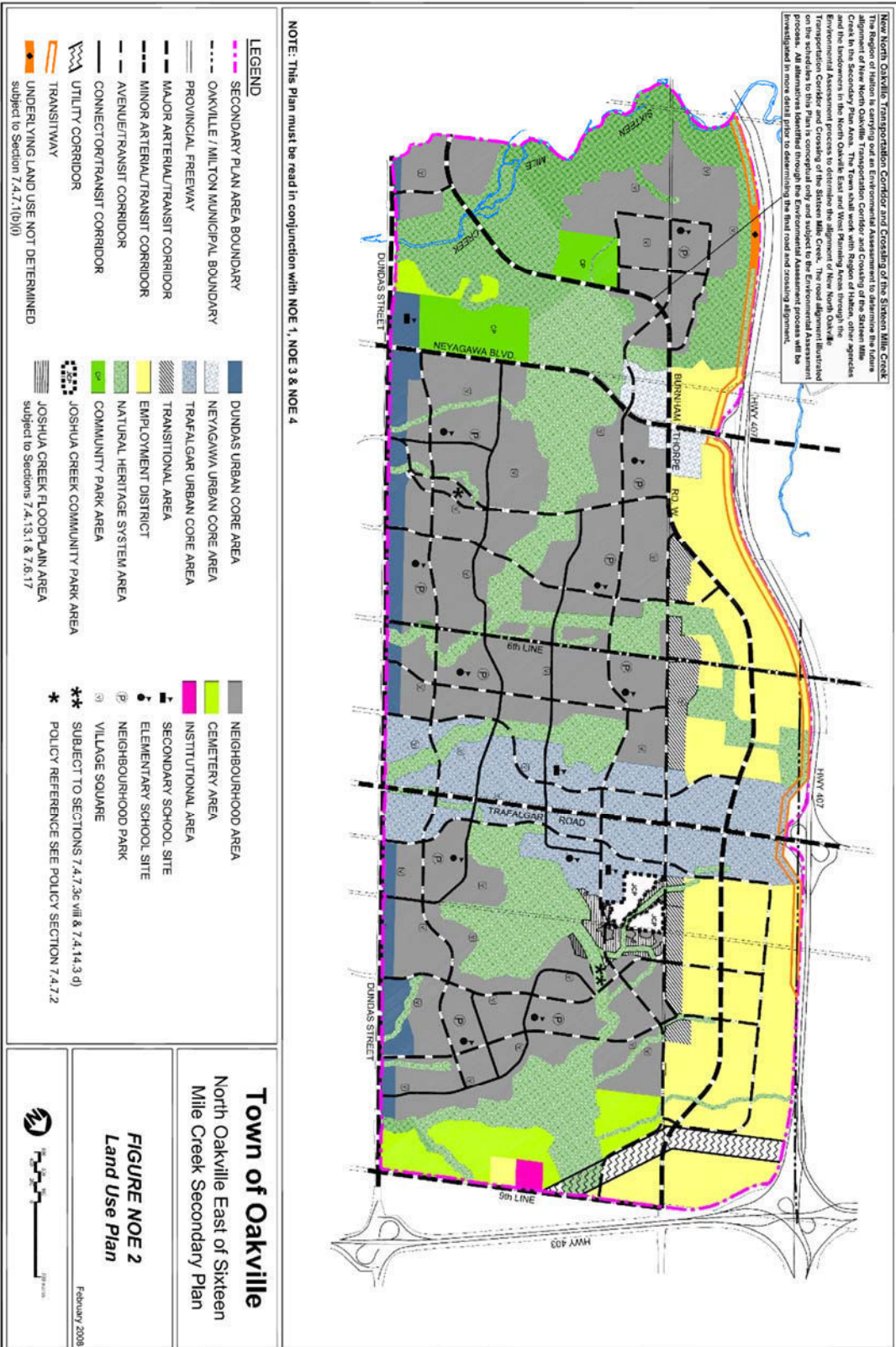
September 28, 2017

ESKINORP/PLANNING/PLANNING, LAND & DEVELOPMENT
TOWN OF OAKVILLE, ONTARIO

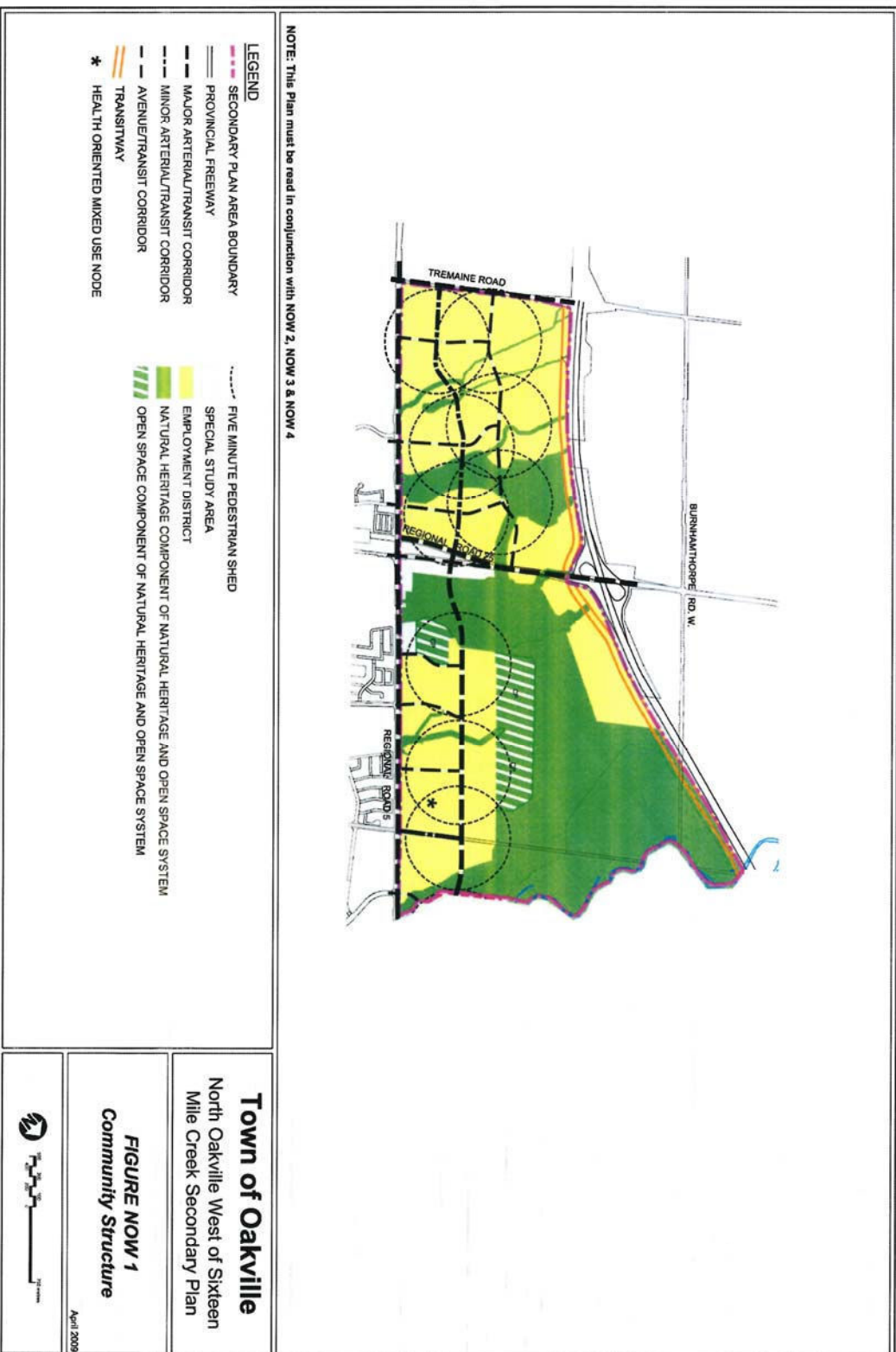
Appendix H North Oakville East Secondary Plan - Community Structure



Appendix I North Oakville East Secondary Plan - Land Use Plan



Appendix J
 North Oakville West Secondary Plan – Land Use Plan



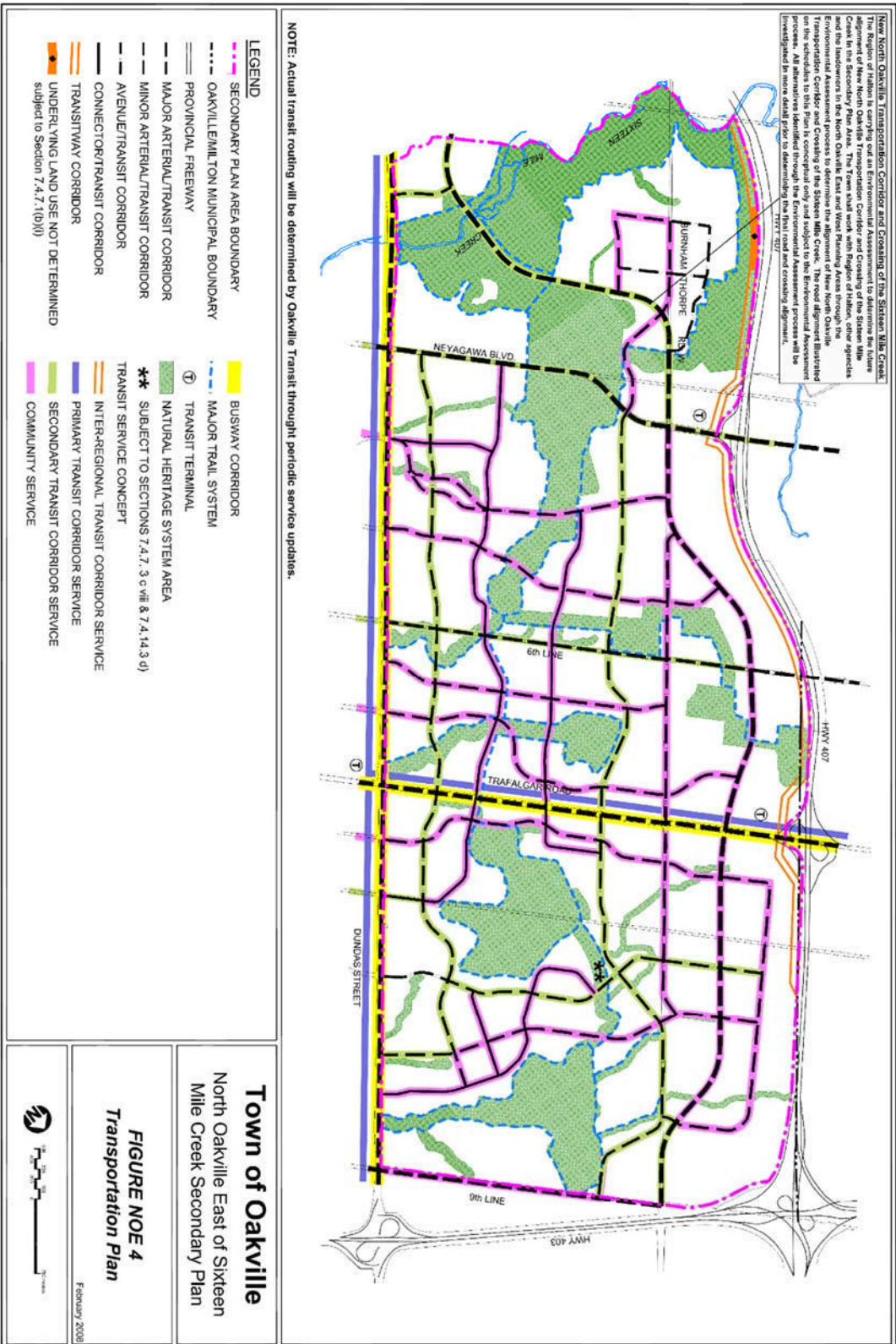
Town of Oakville
 North Oakville West of Sixteen
 Mile Creek Secondary Plan

FIGURE NOW 1
 Community Structure

April 2009



Appendix K North Oakville East Secondary Plan – Transportation Plan



Appendix L

Halton Region Official Plan – Functional Plan of Major Transportation Facilities

Map 3
Functional Plan of Major Transportation Facilities



This map should be viewed and interpreted in conjunction with the text of the Official Plan.

Map 3 as currently shown, will be updated by amendment to this Plan upon the identification of a preliminary route planning study area in accordance with Section 173(5.1).

Note: Map 3 as currently shown, will be updated by amendment to this Plan, upon completion of the Transportation Master Plan undertaken to meet travel demands to the year 2035.

Appendix M Metrolinx Draft Regional Transportation Plan Frequent Rapid Transit Network

Map 6: Detailed Proposed 2041 Frequent Rapid Transit Network



Appendix N Region of Halton - Mobility Management Strategy

