

Urban Structure Review

Policy Directions Report

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MAY 2017

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Executive Summary

Background

Oakville Town Council identified the *Urban Structure Review* in February 2016 as a land use planning policy study required to review the Town's urban structure as established by the Town's Official Plan.

The Review is a key study in the Town's on-going Official Plan Review. The Study will provide the foundation for accommodating future growth required by the Province. It will also provide the basis for integrating the North Oakville Secondary Plans for the lands north of Dundas Street, with the Livable Oakville Official Plan which applies to the lands south of Dundas Street.

Study Goal

The Study Goal is 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."

Study Process

The achievement of the Study Goal requires a collaborative process that is based on a strong understanding of the current urban structure of the Town today and how a range of factors may have the potential to significantly impact the structure in the future.

The key is finding the right balance between protecting the environment, enhancing the economy and fostering a healthy, sustainable, equitable and complete community in the context of Provincial, Regional and Town policy.

The Study Work Program is designed to reflect this direction and includes four phases. The Study is now in Phase 4 - Urban Structure Framework & Directions.

What is the purpose of this Policy Directions Paper?

This Policy Directions Paper is intended to define a proposed urban structure for the Town, together with related Official Plan policy directions. It is organized as follows:

- Section 1 – Introduction
- Section 2 - The Town's Current Urban Structure;
- Section 3 - Additional Structural Elements; and,
- Section 4 - Proposed Urban Structure and Policy Directions.

The Town's Current Urban Structure

As identified in the *Urban Structure Review Discussion Paper*, the Town has an identifiable existing and planned urban structure. However it is not clearly articulated on a Town-wide basis in the Town's current Official Plan which is comprised of the Livable Oakville Official Plan and the North Oakville East and West Secondary Plans. South of Dundas Street in the Livable Oakville Official Plan, the structure reflects the Town's historical development pattern which has evolved over two centuries of growth and development, while north of Highway 407 the structure reflects the Provincial Greenbelt and Parkway Belt West Plans. For the greenfield lands north of Dundas, the urban structure was established relatively recently through a comprehensive planning process that produced the North Oakville East and West Secondary Plans.

The elements of the current Official Plan urban structure are illustrated on Map 1 to this report and include:

- Natural Heritage System;
- Parkway Belt and Greenbelt;
- Nodes and Corridors;
- Employment Areas;
- Major Commercial Areas;
- Residential Areas;
- Major Transportation Corridors (including transit); and,
- Utilities.

Based on the review of the Town's Urban Structure, Map 1 to this report should form the "starting point" or base for the establishment of a comprehensive urban structure for the

Town in the Official Plan. The Official Plan¹ should be amended to better identify and articulate the existing and planned urban structure for the Town in its entirety, including:

- The establishment and integration of an overarching natural heritage system;
- A clear understanding of the relationship of the transportation system with the urban structure; and,
- A complete integration of the urban structure planned for North Oakville with other parts of the community and the Region.

Through consultation, additional components were identified to be incorporated in the base Official Plan Urban Structure. These include utility corridors and the Trafalgar Road corridor, as well as maintaining the approach taken in the Livable Oakville Official Plan with respect to the Parkway Belt West Plan.

Additional Structural Elements

The *Urban Structure Review Discussion Paper* identified a number of directions and choices for consideration related to additional structural elements which should be considered for recognition as part of the Town's Urban Structure. Each of these has been reviewed based on input received through the consultation process and additional information and analysis.

Based on this review, a number of additional elements are proposed to be integrated into the Town's Urban Structure including:

- Public Open Space adjacent to the Natural Heritage System;
- Parks, Open Space, Cemeteries;
- Urban River Valleys;
- Waterfront Enhancement Area;
- Additional/Expanded Nodes and Corridors including:
 - Bronte GO Station Area,
 - Health Oriented Mixed Use Node,
 - The lands north of the QEW in the Trafalgar Road Corridor, including Oakville Place,
 - Potential for modifications to Uptown Core and Neyagawa Urban Core Area boundaries,

¹ Note: It is anticipated that the North Oakville Secondary Plans will be consolidated with the Livable Oakville Official Plan as part of the Town's current five-year Official Plan Review so that the Town will have one Official Plan.

- Recognition of south side of Dundas Street as a corridor with boundary to be defined through further study, and,
 - Palermo North;
- Enhanced connectivity for all modes of transportation including:
 - Regional Transit Nodes,
 - Transit Priority Corridors,
 - Major Active Transportation Connections, and
 - Scenic Corridors;
- The Speers/Cornwall corridor as “Employment Mixed Use Corridor”;
- Heritage Conservation Districts; and,
- Cultural Heritage Landscapes.

The Proposed Urban Structure

The proposed Urban Structure is outlined on Map 6 to the report. The proposed Urban Structure includes the following elements:

- Natural Heritage System;
- Parkway Belt and Greenbelt;
- Public Parks and Open Space, Cemeteries;
- Urban River Valleys;
- Waterfront Enhancement Area;
- A system of Nodes and Corridors including additional/expanded nodes and Main Street Areas;
- Employment Areas including an “Employment Mixed Use Corridor” along the Speers/Cornwall corridor;
- Major Commercial Areas;
- Residential Areas;
- Enhanced Transportation System with connectivity for all modes of transportation including transit, walking and biking;
- Utility Corridors;
- Heritage Conservation Districts; and,
- Cultural Heritage Landscapes.

It should be noted that there is currently only one property in the Town that has been designated under the Heritage Act as a cultural heritage landscape. Additional significant cultural heritage landscapes identified through the Town’s ongoing Cultural Heritage Landscape Assessment Strategy will also be shown on the Urban Structure schedule.

Policy Directions

The Town no longer has any unplanned greenfield land available. As a result establishing a comprehensive urban structure providing high level direction for future planning decisions on how to accommodate growth to 2041 and beyond is essential. The urban structure framework will direct the majority of growth and change to identified nodes and corridors, while maintaining and protecting natural and open space areas and, the existing character of established residential communities.

Currently the Livable Oakville Official Plan provides some direction with respect to Urban Structure including Part C: Making Oakville Livable (General Policies), Section 3, Urban Structure and on Schedule A1, Urban Structure.

The North Oakville Plans define the urban structure in Sections 7.3 (North Oakville East) and Section 8.3 (North Oakville West) and on Figures NOE 1 and NOW 1, respectively.

It is recommended that the Livable Oakville Official Plan be amended to replace Section 3 with a new section which outlines a comprehensive urban structure for the Town, as well as a new Schedule A1 which reflects the proposed structure on Map 6 to the report. The policy framework in the amended Section 3 would identify the purpose of the urban structure and each major element of the structure.

It is also recommended that Part F, Implementation and Interpretation be amended to add criteria for evaluating site-specific Official Plan Amendments to ensure that the established urban structure is not undermined. In particular, submissions in support of any proposed site-specific amendment to the Official Plan should be required to demonstrate, among other matters, how the proposed change:

- supports the achievement of the Town's mission and guiding principles;
- supports or strengthens the Town's urban structure and does not adversely impact or destabilize the urban structure, or components of it, including the natural heritage and open space system, the system of nodes and corridors, residential areas both existing and planned, employment areas, heritage conservation districts and significant cultural heritage landscapes; and,
- aligns with and supports the Province's, Region's and the Town's long term plans for the provision of multi-modal transportation systems, municipal services and community infrastructure and in particular the shift to transit-supportive development in identified nodes and corridors.

Revisions to the North Oakville East and West Secondary Plans to align them with the changes to the Livable Oakville Official Plan are also recommended, with the understanding that these Plans are under review as part of the Town's five-year Official

Plan Review. It is expected that the North Oakville Plans will be consolidated into the Livable Oakville Official Plan.

Next Steps

The proposed directions with respect to the Town's Urban Structure are intended for review by Council, the public and other stakeholders. Ultimately these proposed directions will serve as the basis for incorporating a comprehensive town-wide Urban Structure into the Town's Official Plan.

1. Introduction

1.1 Context

The importance of the Town's urban structure is reflected in the fact that it establishes where we live, work and play - those basic features of our daily life which help determine the quality of our lives. It sets out the broad parameters - the big picture - we fill in the rest.

The Town of Oakville is at a moment in time where the community must consider how to accommodate growth given that there is no longer any unplanned greenfield land available for development. The Town has an opportunity through the Official Plan review to evaluate the current urban structure and determine if it still provides the appropriate foundation to allow achievement of the Town's goal "To be the most livable town in Canada."

This evaluation process has to be based on an understanding of how the current structure developed, as well as Provincial policy and other factors and trends which will affect the future. Through this process - this conversation about the basic structure of the community - it will be important to consider potential choices and options for future directions.

Oakville Town Council identified the *Urban Structure Review* in February 2016 as a land use planning policy study required to review the Town's urban structure as established by the Town's Official Plan.

The Review is a key study in the Town's on-going Official Plan Review which will provide the foundation for accommodating future growth required by the Province. It will also provide the basis for integrating the North Oakville Secondary Plans for the lands north of Dundas Street, with the Livable Oakville Official Plan which applies to the lands south of Dundas Street.

1.2 Study Goal

The Study Goal is:

"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."

1.3 Study Process

The achievement of the Study Goal requires a collaborative process that is based on a strong understanding of the current urban structure of the Town today and how a range of factors may have the potential to significantly impact the structure in the future.

The key is finding the right balance between protecting the environment, enhancing the economy and fostering a healthy, sustainable, equitable and complete community in the context of Provincial, Regional and Town policy.

The Study Work Program is designed to reflect this direction and includes the following phases:

Phase	Purpose	Status
Phase 1 Study Initiation	The finalization of a detailed work program and schedule.	Complete
Phase 2 Background Review	A review of background information related to the current urban structure and anticipated changes. Results outlined in <i>“Urban Structure Review – Discussion Paper (October 2016)”</i>	Complete
Phase 3 Option Review & Development	The development and review of urban structure options involved further review and analysis based on the best available information at the time ² . This included review of input received through four public information sessions in November 2016, as well as sessions with the Livable Oakville (Official Plan) Council Sub-Committee and the Study Strategic Advisory Committee. A summary of the public and stakeholder input is found in Appendix A.	Complete

² Note: The study work program anticipated that additional analysis might need to be carried out on specific issues arising from the review in Phase 2 related to matters such as transportation, servicing and public service facilities and any new or updated studies. No specific issues were identified in Phase 2 which required additional detailed analysis. New or updated studies referenced in the work plan were not complete at the time the Phase 3 work was being undertaken and were not deemed critical to the Phase 4 report. However, other relevant information not specifically referenced in the work program that became available during the study was reviewed. An example of this is Halton Region's Report No. PW-03-17/LPS13-17 – Mobility Management Strategy for Halton.

Phase	Purpose	Status
Phase 4 Urban Structure Framework & Directions	A proposed urban structure has been developed based on the work in Phases 1-3, together with related policy directions as part of the Official Plan Review. This report summarizes the proposed structure and policy directions as a basis for consideration by the Town.	Underway

1.4 What is the purpose of the Policy Directions Report?

The Policy Directions Report is intended to define a proposed urban structure for the Town, together with related Official Plan policy directions. It is organized as follows:

- Section 1 – Introduction
- Section 2 - The Town's Current Urban Structure;
- Section 3 - Additional Structural Elements; and,
- Section 4 - Proposed Urban Structure and Policy Directions.

2. The Town's Current Urban Structure

2.1 The Town's Current Urban Structure?

The Town of Oakville has two official plans in effect:

- The Livable Oakville Official Plan, which applies to the lands south of Dundas Street and to the lands north of Highway 407; and
- The 2006 Official Plan, which applies to the lands north of Dundas Street up to Highway 407. These documents are known as the North Oakville East Secondary Plan and the North Oakville West Secondary Plan (North Oakville Plans).

As identified in the *Urban Structure Review Discussion Paper*, the Town has an identifiable existing and planned urban structure. However it is not clearly articulated on a Town-wide basis in the current Official Plans. South of Dundas in the Livable Oakville Official Plan (see Figure 1), the structure reflects the Town's historical development pattern which has evolved over two centuries of growth and development, while north of Highway 407 the structure reflects the Provincial Greenbelt and Parkway Belt Plans. For the greenfield lands north of Dundas, the urban structure was established relatively recently through a comprehensive planning process that produced the North Oakville Secondary Plans.

The elements of the current existing and planned urban structure as identified in the *Urban Structure Review Discussion Paper* are illustrated on Map 1 to this report and include:

- The Natural Heritage System, Parkway Belt and Greenbelt
The foundation for the Urban Structure is the Natural Heritage System. This is found in Livable Oakville on Schedule B, Natural Features & Hazard Lands. The foundation of the North Oakville Secondary Plans was to establish "as a first priority of the Town, a natural heritage and open space system, within the context of an urban setting" (Sections 7.2.3.1 and 8.2.3.1). This system is found on all the schedules to the Plans, including Figures NOE1 and NOW1, Community Structure.

The Halton Region Official Plan (HROP) on Map 1, Regional Structure identifies the Town's Natural Heritage System in its entirety. Another input to the identification of the System is the Provincial Parkway Belt and Greenbelt

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designations on the Livable Oakville Urban Structure Plan, Schedule A1 as well as Map 1A of the HROP, Provincial Plan Areas & Land Use Designations.

- Major Transportation Corridors (including transit)

The major transportation corridors including highways, major arterial roads, major transit routes and rail lines are components of the Urban Structure as they provide the “skeleton” on which to build a system of nodes and corridors which serve as focal points for higher intensity development.

In Livable Oakville, the major transportation corridors are found on Schedule C, Transportation Plan, although regard should also be had to Schedule D, Active Transportation Plan. In North Oakville, Figures NOE1 and NOW1, Community Structure which establish the major corridors, although Figures NOE4 and NOW4, Transportation Plan, provide additional detail.

The HROP, Map 1, also identifies the major corridors, as well as related facilities including “Major Transit Stations” and “Mobility Hub” on Map 1, Regional Structure, and Map 1B, Parkway Belt Transportation and Utility Corridors.

- Nodes (Growth Areas) and Corridors

The concept of the development of nodes and corridors reflects directions in the Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan), the HROP and the current and previous Town Official Plans, as well as the North Oakville Secondary Plans. All of these identify a number of growth areas which take the form of nodes and/or corridors. These are areas where intensification is to be focused in the built-up area south of Dundas Street. In North Oakville nodes and corridors are where dense, mixed use development is to be concentrated in support of the creation of compact, transit-supportive communities in these designated greenfield areas as required by the Growth Plan and the HROP.

With respect to Livable Oakville, the following nodes and corridors are identified on Schedule A1 or the land use schedules:

Growth Areas

- Midtown Oakville (which is also identified as an Urban Growth Centre in the Growth Plan and a Mobility Hub in the HROP and the Regional Transportation Plan, The Big Move (RTP) and includes the Oakville GO Station which is identified as a Major Transit Station on Schedule A1 to Livable Oakville);
- Uptown Core;
- Palermo Village South of Dundas Street;

- Downtown Oakville;
- Kerr Village; and,
- Bronte Village.

Major Transit Station

Bronte GO Station (which is identified as Major Transit Station in HROP as well as the Livable Oakville Official Plan).

Corridors

Trafalgar Road Corridor (QEW to Dundas Street) is identified and protected as a corridor in the Livable Oakville Official Plan through its designation as a Special Policy Area in Section 26.3 and Schedule I, Central Land Use.

It should be noted also, that the text of the Livable Oakville Official Plan also identifies Dundas Street and Speers Road as corridors to be studied to identify intensification opportunities and confirm long term land uses, however unlike the Trafalgar Road Corridor they are not defined on the land use schedules, nor is any policy direction provided other than the direction for future study. The approach to these corridors is discussed in Section 3 of this report.

With respect to North Oakville, the following nodes and corridors are identified as “Urban Core Areas” on Figures NOE1 and NOW 1, Community Structure and Figures NOE2 and NOW2, Land Use Plan:

- Trafalgar Urban Core Area;
 - Dundas Urban Core Area;
 - Neyagawa Urban Core Area;
 - Health Oriented Mixed Use Node; and,
 - Special Study Area (Palermo Village North Urban Core Area).
- Employment Areas
The development of Employment Areas is closely linked to major transportation corridors particularly highway and rail corridors. In Livable Oakville, the Employment Areas are clearly identified on Schedule A1, Urban Structure. The North Oakville Secondary Plans establish “Employment Districts” on Figures NOE1 and NOW1, Community Structure. The HROP establishes the “Employment Areas” as an overlay designation in the Urban Area on Map 1 Urban Structure.

- Major Commercial Areas

The development of Major Commercial Areas is linked to major transportation corridors particularly highway corridors.

In Livable Oakville, the Major Commercial Areas are clearly identified on Schedule A1, Urban Structure. The HROP does not identify “Major Commercial Areas”. However, it should be noted that all the lands identified as “Major Commercial” in Livable Oakville, other than Dorval Crossing, have an “Employment Areas” overlay designation on Map 1 Urban Structure of the HROP.

The North Oakville Secondary Plans do not establish any areas identified solely as “Major Commercial.” All major commercial development in North Oakville is intended to be located in the Urban Core Areas.

- Residential Areas

In Livable Oakville, the Residential Areas are identified on Schedule A1, Urban Structure. The North Oakville Secondary Plans provide more detail on community structure. Figure NOE1³ identifies “Residential Neighbourhood Boundaries,” as well as Neighbourhood Central Activity Nodes, and five and ten-minute pedestrian sheds.

Map 1 of this report identifies Residential Areas which include primarily low and medium density residential uses as well as some high density residential uses, together with a range of facilities which support the residential uses such as parks, open space, schools, places of worship and commercial uses.

Map 1, which reflects all the elements of the current Urban Structure, illustrates a community with an extensive Natural Heritage System (NHS). The NHS is largely focused along the many stream valleys which provide connections to Lake Ontario. As a result, the NHS is primarily oriented in a north/south direction. However, North Oakville includes a system which reflects a greater diversity of natural features and extensive linkages which results in an enhanced east/west orientation.

The Major Transportation Corridors (including transit) similarly has a strong north/south orientation with the stream valleys forming a barrier to the establishment of east/west routes. Despite this, there are still a number of major east/west connections including the Queen Elizabeth Way (QEW) and Highway 407, as well as Dundas Street and the rail corridors. There are also a number of other significant routes although they do not provide the same level of connection to the surrounding region. These include Upper Middle

³ Note: There are no residential areas in North Oakville West which is primarily an employment area.

Road, Rebecca Street, Speers/Cornwall Roads and the planned realignment of Burnhamthorpe Road. Some of these roads are Town roads such as Rebecca Street, while others are under the control of the Region of Halton such as Upper Middle Road.

The Town has a number of nodes and corridors (identified as “Growth Areas” in Livable Oakville and “Urban Core Areas” in North Oakville) which form focal points for intensification for the community south of Dundas and are planned to create focal points for growth and development in North Oakville. There is no one node or corridor which has primacy, each has its own function in the community. The exception to this is Midtown Oakville which is identified as an Urban Growth Centre in the Growth Plan and is planned to accommodate a significant portion of Oakville and Halton’s required intensification.

The Urban Structure generally establishes the location and general configuration of the nodes and corridors. However, each node and corridor identified in the Urban Structure is unique in terms of its existing and planned character, scale and potential to accommodate growth. The Official Plan currently provides detailed policies for the existing nodes and corridors. The policies will have to be updated or new policies developed for each node and corridor to establish a specific development strategy including directions related to variations in the mix of permitted land uses and the intensity and scale of development.

The nodes and corridors, as well as the Employment and Major Commercial Areas, are all focused along the major transportation corridors. South of Dundas, the “Growth Areas” identified in Livable Oakville and the Major Commercial Areas, primarily take a nodal form. In North Oakville, the major “Urban Core Areas” along Trafalgar Road and Dundas Street are planned as mixed use corridors, with nodes represented by the “Neyagawa Urban Core”, “Health Oriented Mixed Use Node” and “Special Study Area (Palermo Village North Urban Core Area)”. The Employment Areas, both existing and planned, primarily take the form of corridors along the QEW, railway and Highways 403 and 407. The exceptions are Winston Park and Burloak Employment Areas which have developed as traditional business parks.

The Residential Areas form a series of neighbourhoods bounded by the major transportation and utility corridors, as well as elements of the Natural Heritage System. South of Dundas Street the “majority of intensification and development within the Town is to occur within the Growth Areas” and development in the Residential Areas is to be carefully managed and limited, and is “intended to maintain and protect the existing character of those communities” as set out in the policies of Section 11, Residential of the Livable Oakville Official Plan. In particular, “built form of development, including scale, height, massing, architectural character and materials, is to be compatible within the surrounding neighbourhood” and “where a development represents a transition between

different land use designations or housing forms, a gradation in building height shall be used” (Section 11.1.9).

In North Oakville nodes and corridors are where dense, mixed use development is to be concentrated in support of the creation of compact, transit-supportive communities in these designated greenfield areas as required by the Growth Plan and the HROP. The Residential Areas are to be developed as “varied and distinguishable residential neighbourhoods which provide a strong, identifiable sense of place for residents” (Section 7.2.3.2 f)). The neighbourhoods are defined by the natural heritage and open space system and are to have walkable streets and “central nodes which include civic uses such as a transit stop and mail services, and may include a few small shops and services” as described in the Community Vision in Section 7.2. Over time, these neighbourhoods will develop their own character, and like the neighbourhoods south of Dundas, it is anticipated that any additional development will be limited and designed to reflect the existing character of the neighbourhood.

2.2 Current Structure Confirmation

The review of *Urban Structure Review Discussion Paper* in Phase 3 of the Study generally confirmed the elements of the current Urban Structure for the Town including both the lands south and north of Dundas Street. The only changes identified were clarifications including:

- **Utility Corridors**
Recognition of utility corridors as well as transportation corridors as major connecting links;
- **Parkway Belt West Plan**
With respect to the Parkway Belt West Plan, this was shown as an overlay on the Current Urban Structure Map in the *Urban Structure Review Discussion Paper*. However, through the review process it has been determined that it is premature at this time to identify underlying land uses. As a result, the current approach in the Livable Oakville Official Plan of recognizing such lands as “Parkway Belt” is proposed to be maintained. Once a review is undertaken to establish the underlying land use, the Urban Structure can be amended accordingly; and,
- **Trafalgar Road**
Existing and proposed policy in the Livable Oakville Official Plan supports the recognition of Trafalgar Road as a corridor between the Uptown and Midtown nodes. In particular it is identified as a “corridor” based on the existing designation

on Schedule I to the Livable Oakville Official Plan. The 2014 Trafalgar Road Corridor Planning Study provides the basis for this direction.

These changes are reflected on Map 1.

2.3 Conclusions

The Town has an identifiable existing and planned urban structure as set out on Map 1. However it is not currently clearly articulated on a Town-wide basis in the Official Plans. South of Dundas in the Livable Oakville Official Plan, the structure reflects the Town's historical development pattern which has evolved over two centuries of growth and development, while north of Highway 407 the structure reflects the Provincial Greenbelt and Parkway Belt Plans. For the greenfield lands north of Dundas, the urban structure was established relatively recently through a comprehensive planning process that produced the North Oakville Secondary Plans.

Based on the review of the Town's urban structure, Map 1 should form the "starting point" or base for the establishment of a comprehensive urban structure for the Town in the Official Plan. The Official Plan should be amended to better identify and articulate the existing and planned urban structure for the Town in its entirety generally as set out on Map 1 including:

- The establishment and integration of an overarching natural heritage system;
- A clear articulation of the key major components of the transportation system within the urban structure; and,
- A complete integration of the urban structure planned for North Oakville with other parts of the community and the Region.

It is also proposed that the base Official Plan Urban Structure should identify utility corridors and the Trafalgar Road Corridor, as well as maintaining the approach in the Livable Oakville Official Plan to the Parkway Belt West Plan.

3. Additional Structural Elements

3.1 Directions and Choices

The *Urban Structure Review Discussion Paper* identified a number of directions and choices for consideration related to additional structural elements which should be considered for recognition as part of the Town's Urban Structure as follows:

- Enhanced Recognition of Open Space Areas;
- Enhanced Connectivity;
- Additional/Expanded Nodes and Corridors;
- Clarifying the role of the Main Street Areas;
- Employment Mixed Use Corridor; and,
- Heritage Conservation Districts and Cultural Heritage Landscapes.

Each of these is reviewed below based on input received through the consultation process and additional information and analysis.

3.2 Enhanced Recognition of Open Space Areas

The Urban Structure, as discussed in Section 2, should explicitly include the Natural Heritage System as a key structural element in keeping with Provincial, Regional and Town policy. However, other open space areas were identified as potentially significant for the Town from a long term structural perspective with respect to environmental sustainability and the provision of recreational, cultural and tourist amenities and infrastructure. Related to this consideration several directions were proposed in the *Urban Structure Review Discussion Paper* to provide for enhanced recognition of these related structural elements within the Urban Structure including:

- Public Open Space adjacent to the Natural Heritage System;
- Other Public Open Space Areas and Cemeteries;
- Specific recognition of Urban River Valleys within the Natural Heritage System; and,
- Waterfront Enhancement Area.

These directions received general support for inclusion in the Urban Structure through the consultation process. The significance of these structural elements reflects recognition of the importance of the protection of open space areas to balance intensification and to help mitigate the impacts of climate change.

There was also recognition of the importance of specifically recognizing enhanced urban river valleys building on proposed changes to the Provincial Greenbelt Plan as part of the on-going Provincial Coordinated Plan Review. The enhanced recognition of the Town's urban river valleys would also support recognition of the Town's Waterfront as a key structural element. The urban river valleys reinforce the Town's connection with Lake Ontario. The proposed urban river valley system has been revised compared to the system proposed in the Phase 3 report to better reflect the "Urban River Valleys" identified in the proposed revisions to the Greenbelt Plan.

The focus of these directions though was on the recognition of public open space outside the Natural Heritage System since public ownership will ensure the long term protection of these areas, and in the context of the Town's Urban Structure, their role as structural elements. In this context, to ensure this long term commitment, public ownership refers to ownership by the Town.

Outside the Natural Heritage System, open space lands that could be in private ownership that were proposed to be recognized in the Urban Structure included cemeteries and lands along the Lake Ontario shoreline identified as the Waterfront Enhancement Area.

Cemeteries were proposed to be included as structural elements because while their ownership may be private or public, legislation requires that such areas must be protected in perpetuity.

The Waterfront Enhancement Area generally reflects the lands designated "Waterfront Open Space" in the Livable Oakville Official Plan. It is comprised of "a continuous band of public and private lands along the Lake Ontario waterfront" that includes natural features, hazard lands, and "lands back from the stable top-of-bank a minimum width of 15 metres" as described in Section 17.3.2 of the Livable Oakville Official Plan. The hazard lands and set back from stable top-of-bank are permanently protected through Provincial and Town policy and through regulations under the Conservation Authorities Act as set out in Section 17.3.3.

Through the consultation process, consideration was requested as to how private lands are protected as part of natural and open space systems, and whether in addition to privately owned cemeteries, there were other private lands which should be identified as open space structural elements.

In terms of the Natural Heritage System, this system has been developed based on a range of technical analysis and study as directed by Provincial (i.e. PPS), Regional and Town policy. The System includes both public and private lands. As noted in Livable Oakville Official Plan:

“The purpose of the Natural Area designation is for the long-term preservation of natural features and functions. Therefore the diversity and connectivity of natural features in creating a system, and the long-term ecological function and biodiversity of natural heritage features, should be maintained, restored, and where possible, improved, recognizing links or corridors between and among natural features and areas, surface water features and groundwater features. These features may also have some passive recreational amenity for paths, trails, and education, and contribute to a continuous open space system.” (Section 16, Natural Area)

Development is restricted in the Natural Heritage System, with the precise type of restriction reflecting whether the lands are subject to the Livable Oakville Official Plan or the North Oakville Secondary Plans. Private lands form part of the System, but only where justified based on technical analysis. Further, there is a recognition that such lands should be in public ownership wherever possible. For instance, Section 28.10 of the Livable Oakville Official Plan states that:

“28.10.1 The Town recognizes that public acquisition of hazard lands, open space lands and lands designated Natural Area improves opportunities for conservation, protection, enhancement and stewardship of natural features and the mitigation and management of natural hazards.

28.10.2 The Town shall require the conveyance of hazard lands, open space lands and lands designated Natural Area through the development process as permitted by the Planning Act and in accordance with the policies of this Plan.

28.10.3 Where public ownership cannot be achieved through conveyance, the Town may secure the long-term protection of hazard lands, open space lands and lands designated Natural Area through other means including easement agreements, land exchange, long-term lease, land trusts, and land protection under the planning process among other measures that may be at its disposal.”

Public and private lands are also currently included in the Town’s Open Space designations. In the Livable Oakville Official Plan, the majority of the lands are in public ownership including public parkland and associated facilities, as well as lands along Lake Ontario which provide for environmental protection and also recreational opportunities. In North Oakville, the open space lands are also primarily lands in public ownership including public parks and schools and stormwater management facilities.

As noted above, private lands within the Town's Open Space designations include cemeteries and lands along the Lake Ontario shoreline which are protected through Provincial policy and/or Conservation Authority regulation.

In addition, there is a Private Open Space designation in Livable Oakville which "includes lands in private ownership that provide recreational opportunities in addition to Parks and Open Space lands." (Section 17.1.1 c)) The policies specifically identify that such lands are not intended for public use (Section 17.4.2) and the permitted uses are as identified primarily as existing uses including:

"□ legally existing golf courses; legally existing recreational facilities; trails; existing cemeteries; conservation uses including fish, wildlife and forest management; and, essential public works including transportation, utility, watershed management and flood and erosion hazard control facilities." (Section 17.4.1)

Based on the existing policies, therefore, private lands identified for recognition in the Urban Structure as part of the open space system include only:

- Cemeteries, as such uses are required by legislation to be protected in perpetuity;
- Lands which meet the criteria for identification as part of the Natural Heritage System as determined through the appropriate technical study; and,
- Hazard lands including setbacks from the stable top-of-bank along Lake Ontario.

To be included as a structural natural heritage or open space element, any private lands must be an essential permanent component of the Urban Structure. To achieve that degree of certainty, eligible private lands would generally need to be identified through technical studies for long term protection, in accordance with applicable Provincial policies or through other legislative means.

Recommended Directions

It is proposed that the current Urban Structure as outlined on Map 1, be enhanced with respect to Open Space and Natural Areas by the addition of the following elements including both private and public open space where applicable as identified on Map 2:

- Public Open Space adjacent to the Natural Heritage System;
- Public Open Space Areas;
- Cemeteries;
- Specific recognition of Urban River Valleys; and,
- Waterfront Enhancement Areas.

3.3 Enhanced Connectivity

The vital significance of identifying and protecting key transportation linkages and corridors, both existing and planned for all travel modes was identified in the *Urban Structure Review Discussion Paper* and is recognized on Map 1. Further, the need to elevate this direction further as a structural element, particularly with respect to transit and active transportation modes was also outlined as an additional element for consideration in the *Urban Structure Review Discussion Paper*. This direction received significant support through the consultation process. In particular, there was strong support for more clearly establishing as part of the Urban Structure opportunities for enhanced connectivity for transit and active transportation modes (i.e. walking, biking). This recognizes the importance of enhanced connectivity to support a more sustainable transportation system and the urban structure, the successful function of which is directly related to the transportation system.

This direction was reinforced through the release of Halton Region's *Mobility Management Strategy for Halton* on February 8, 2017. The Strategy recognizes that "mobility options are no longer clearly divided between automobile or transit" and that "transit options are no longer being defined solely by fixed-route, fixed guideway or demand responsive transit services; travel options are evolving into offerings from both the public and private sector."⁴ Consequently, the Strategy is based on the principle of "Mobility-as-a Service" and is intended to achieve the following goals:

- "Access to Full Menu of Advance Transportation options – increase choices for travel by using Travel Demand Management and innovative technology;
- People/Goods Management throughout the Region – facilitate the efficient movement of people and goods by investing in transportation infrastructure;
- Smart Growth – integrate transit with land use planning and provide higher order transit along key corridors;
- Transit as a Competitive, Viable Transportation Choice – make transit a better choice, prioritizing transit – supportive roadway infrastructure, improve rider experience and increase service frequency; and
- Transit Network Connectivity/Access – increase first mile last mile solutions with greater connectivity between GO and local transit hubs."⁵

To support these goals, a number of conceptual strategies have been developed by the Region. In addition, a region-wide grid network of key transit priority corridors and

⁴ The Regional Municipality of Halton, Report No. PW-03-17/LPS13-17 – Mobility Management Strategy for Halton, page 4.

⁵ The Regional Municipality of Halton, op.cit. page 5.

mobility links that connect throughout the region and to surrounding communities has been identified in support of the Strategy as set out on Figure 2 to this report.

The Transit Priority Mobility Network outlined in the Strategy identifies Dundas Street, Bronte Road, Speers/Cornwall Roads and Trafalgar Road as “Transit Priority Corridors”. The Oakville and Bronte GO Stations are identified as “Regional Transit Nodes”. These corridors and nodes were also identified as “Priority Transit Corridors” and “Major Nodes (Major Transit Station Areas)” in the Town’s *Urban Structure Review Discussion Paper*. In addition, the Region’s Mobility Network identifies Neyagawa Blvd. as a “Mobility Link” and intersection of Trafalgar and Dundas as a “Regional Transit Node”, while the intersection of Bronte Road and Dundas is identified as a “Proposed Transit Node”.

Based on the consultation input and the Mobility Strategy, the Urban Structure should reflect enhanced connectivity for all modes of transportation building on the directions in the *Urban Structure Review Discussion Paper* but also including:

- Transit priority corridors⁶, mobility links and transit nodes in keeping with the Region’s Transit Priority Mobility Network to 2041 (as shown on Figure 2);
- Recognition that all major transportation corridors are for the use of the full range of transportation modes;
- Trafalgar Road south of Cornwall Road as a “Scenic Corridor” in addition to the Scenic Corridor designation proposed for Lakeshore Road;
- Upper Middle Road as a Major Active Transportation Connection; and,
- Additional major active transportation routes.

Map 3 illustrates the recommended directions with respect to enhanced connectivity with respect to the transportation system.

It should be noted, as indicated in the *Urban Structure Review Discussion Paper*, that while the transportation system (infrastructure + services) is critical to a livable community and the successful implementation of Provincial Plans, it has to be achievable from a financial perspective. The proposed Transportation System, including the Region’s Transit Priority Mobility Network, highlights:

“That planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning and financial planning, and will be supported by infrastructure master plans, asset

⁶ Note: The Urban Structure Review Discussion Paper identified “Priority Transit Corridors”. For consistency with the Region’s approach and to avoid confusion, it is proposed to change the terminology to “Transit Priority Corridors”.

Figure 2



REGIONAL MUNICIPALITY OF HALTON ITS EMPLOYEES, OFFICERS, AND AGENTS ARE NOT RESPONSIBLE FOR ANY ERRORS, OMISSIONS OR INACCURACIES, WHETHER DUE TO THEIR NEGLIGENCE OR OTHERWISE.

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TRANSIT PRIORITY MOBILITY NETWORK TO 2041

Legend

- | | |
|---------------------------|--|
| ■ Commuter Lot | ● Regional Transit Node |
| ● GO Rail Station | ● Proposed Transit Node |
| ● Future GO Rail Station | --- Proposed Major Arterial Roadway |
| --- GO Rail Line | --- Transit Priority Corridor |
| --- Proposed GO Rail Line | --- Mobility Link (i.e. Local Service Connecting Municipalities) |
| --- Regional Road | ▶ External Transit Connection |
| --- Road | ◆ External Transit Terminal |
| --- Highway | |
| ■ Urban Area | |
| ■ Municipal Boundary | |

*management plans, community energy plans, watershed planning, environmental assessments, and other relevant studies”.*⁷

Recommended Directions

It is proposed that the current Urban Structure as outlined on Map 1, be modified with respect to the transportation system to reflect enhanced connectivity for all modes of transportation as illustrated on Map 3 including identifying:

- Transit priority corridors, mobility links and transit nodes in keeping with the Region’s Transit Priority Mobility Network;
- Recognition that all major transportation corridors are for the use of the full range of transportation modes;
- Trafalgar Road south of Cornwall Road as a Scenic Corridor in addition to the Scenic Corridor designation on Lakeshore Road;
- Upper Middle Road as a Major Active Transportation Connection; and,
- Additional major active transportation routes.

3.4 Additional/Expanded Nodes (Growth Areas) and Corridors and Main Street Areas

The Town no longer has unplanned greenfield lands available and nodes and corridors will therefore be a focus for any significant new development. As a result the establishment of a comprehensive urban structure is important to provide high level direction for future planning decisions to accommodate growth to 2041 and beyond.

As outlined in the *Urban Structure Review Discussion Paper* while Provincial policy now dictates the establishment of growth areas including Urban Growth Centres such as Midtown Oakville, major transit stations and intensification corridors (Growth Plan Sections 2.2.4 and 2.2.5), the establishment of focal points for development has always been fundamental to the Town’s Urban Structure starting with Downtown Oakville, the original Town centre. The Town’s existing system of nodes (Growth Areas/Urban Core Areas) and corridors for both South and North Oakville is recognized on Map 1.

What is under consideration is not whether there should be a system of nodes and corridors as a fundamental element of the Town’s Urban Structure but what form that system should take. In particular:

⁷Proposed Growth Plan for the Greater Golden Horseshoe, May 2016, Section 3.2.1.2, Integrated Planning.

- Are there additional nodes and corridors not identified as part of the Town's Urban Structure which should be evaluated with respect to specific criteria, including whether the Town's resources are sufficient to support such development, and considered for identification as strategic growth areas?
- Is the current system of nodes and corridors, if developed as planned, sufficient to accommodate mandated growth in the Growth Plan to 2041 and beyond – does the existing planned system have the potential to provide the necessary mix of uses and people and jobs combined per hectare? Are there modifications or refinements to the current system that would support required growth?

The question of what form a Town-wide system of nodes and corridors should take is reviewed below.

In accordance with Provincial, Regional and local planning policy, potential future nodes and corridors should be planned as mixed use centres with transit-supportive development focused around major transit and along corridors. Intensification outside of the nodes and corridors within residential areas should be subject to policies that are intended to “maintain and protect the existing character of those communities” as established in Section 11 of the Livable Oakville Official Plan.

As outlined in the *Urban Structure Review Discussion Paper*, the fundamental criterion for the identification of nodes and corridors is based on the current Growth Plan and proposed changes to that Plan, as well as the HROP and the Town's Official Plan, would place a priority on focal areas for existing and planned major transit infrastructure particularly the inter-regional transit network (e.g. mobility hubs associated with transit priority corridors). These are areas where the Province, the Region and the Town direct transit-supportive development.

In addition to satisfying this fundamental criterion, the following criteria need to be considered in identifying nodes and corridors. Potential nodes and corridors should include areas:

- where investment in significant public service facilities has occurred or is planned;
- for high-density major employment centres;
- for significant mixed use development including the potential for major commercial, recreational, cultural and entertainment uses; and,

- which do not undermine the planned Urban Structure by redirecting significant growth from other nodes and corridors and thus delaying the achievement for the full potential of the existing system.

A number of potential nodes and corridors were identified in the *Urban Structure Review Discussion Paper* that generally meet these criteria as assessed below in Table 1. Recognizing that in many cases, these areas are designated with an “Employment Area” overlay in the HROP. Any redesignation of such lands to permit non-employment uses would be required to occur through the Region’s municipal comprehensive review which can include consideration of the removal of the employment overlay for specific areas.

There were other sites in Oakville that were considered as possible locations for additional/expanded nodes and corridors such as the Glen Abbey golf course lands, and the former hospital site. As these sites do not meet the above criteria, and therefore are not appropriate areas for a new node or corridor, they are not included in Table 1.

The potential nodes and corridors are reviewed below in Table 1 in the context of existing Provincial, Regional and Town policy; the existing and planned inter-regional and regional transit system; and an evaluation of long-term urban land needs undertaken by Watson & Associates Economists Ltd. (Watson & Associates), *Town of Oakville Urban Structure Review – Growth Analysis and Accommodation Report*, found in Appendix B to this report. The Watson & Associates report concluded that:

- Housing

“The Town of Oakville is forecast to experience steady population and housing growth over the next 25 years, largely driven by the economic growth potential of the Town and the surrounding regional economic area (i.e. the GTHA). Other “soft” factors such as quality of life, access to highly rated public and private schools, access to municipal services and amenities, arts and culture, and recreation also represent key drivers which will continue to attract new people and businesses to the Town of Oakville over the long term.

Over the 2016 to 2041 planning horizon, the Town of Oakville’s population base is forecast to grow at an average rate of 1.4%. This represents an annual population growth rate which is higher than that of the Province of Ontario as a whole, but slightly slower than the Region of Halton.^{8, 9} To accommodate this steady rate of

⁸ Places to Grow, Better Choices, Brighter Future Growth Plan for the Greater Golden Horseshoe, 2006. Office Consolidation, June 2013. Schedule 3. Ontario Ministry of Infrastructure.

⁹ Ontario Ministry of Finance, Ontario Population Projections. Spring, 2016.

forecast population growth, a total of 36,100 new households will need to be constructed and occupied between 2016 and 2041 across a broad range of housing density types, forms and price ranges.

The 2017 Residential Growth Analysis Study identifies that the Town can accommodate the forecast population and housing growth required to support the Preferred Growth Scenario by the year 2041 without significant changes to the Town's existing urban structure. The study, however, also identifies a difference between the housing market demand and the Town's housing supply. To support the Preferred Growth Scenario, it is pivotal for the Town to work towards shifting the current market preference from ground-oriented dwellings to high-density units. As the Town approaches buildout of its remaining greenfield areas, opportunities to accommodate ground-oriented dwellings will decline. For the Town to maintain a steady rate of population growth during the post-2031 period, it will need to attract an increasing share of residents in high-density housing forms. To facilitate this shift towards more compact urban development, the Town should explore the use of planning and/or financial tools as well as other policies which address the implementation of the Town's long-term vision.

Given the Town's ample supply of high-density housing opportunities, additional Growth Areas are not required to accommodate the Town's preferred 2041 population, housing and employment forecast. Notwithstanding this conclusion, the designation of additional primary and secondary Growth Areas may be warranted from a long-term planning and growth management perspective. The potential designation of additional primary and secondary Growth Areas should recognize the continued evolution of the Town's urban structure within the context of provincial, regional and local planning policy as well as evolving economic, demographic and real estate market trends. Proposed modifications to the Town's urban structure should also recognize the need for the Town to continue to plan for future urban development and continued growth beyond 2041 at a mature state.

In accordance with provincial, regional and local planning policy, future Growth Areas should be planned as mixed-use centres with transit-supportive development focused around major transit and along corridors. Intensification outside Growth Areas within the stable residential areas will be subject to policies that are intended to maintain and protect the existing character of those areas.”(pages 18-19)

- Employment

“With respect to long-term non-residential land needs, the Town has a sufficient supply of designated employment lands to accommodate forecast employment land demand to 2041.” (pages 19)

- Commercial

With respect to long-term commercial land needs, a commercial land shortfall of approximately 25 hectares is identified by 2041 based a coverage factor of 30%. Further the supply of designated commercial lands within North and South Oakville is unbalanced with limited opportunities to accommodate commercial demand opportunities in the southern portion of the Town, while the existing commercial inventory within Northwest Oakville is currently under-stored relative to the rest of the Town, particularly with respect to food retail. (page 18)

The evaluation in Table 1 also reflects discussions with the Strategy Infrastructure Advisory Group comprised of Regional and Town staff, which indicates that there are no significant barriers regarding servicing and transportation with respect to the development of the proposed identified nodes and corridors.

Finally, as concluded in the *Urban Structure Review Discussion Paper*, the creation of new nodes and corridors presents significant challenges and the development of such areas takes many years before the goal of a dense mixed use transit-supportive centre is achieved. Major commitments by both the public and private sectors are required for the development of these areas.

These factors together create a context for consideration of additional nodes and corridors for recognition in the Town’s Urban Structure – factors which would only see identification of such additional focal points where decisions have already been made by the Province, the Region and/or the Town or other information is available which demonstrates a need for the identification of such additional nodes and corridors. Once identified, these areas, like the existing nodes and corridors, need to be recognized as an integral part of the Urban Structure and steps taken to support their implementation to ensure the integrity of the Urban Structure is upheld.

Table 1 summarizes the evaluation of the proposed additional nodes and corridors. It concludes that the following existing nodes and corridors should be formally recognized as part of the Town’s Urban Structure based on existing policy directions and their relationship to the existing and planned inter-regional and regional transit system:

- Bronte GO Station Area;
- Health Oriented Mixed Use Node;
- The lands north of the QEW in the Trafalgar Road Corridor, including Oakville Place; and,
- Potential for modifications to Uptown Core and Neyagawa Urban Core Area boundaries.

In addition, consideration should be given to the expansion of the Palermo Village node north of Dundas Street and west of Bronte Road (Palermo North) given the relationship of this area to existing and planned inter-regional and regional transit system and to provide for additional commercial development. Further, as directed in Section 26.4.1 of the Livable Oakville Official Plan, the south side of “Dundas Street should be further studied by the Town to identify intensification opportunities associated with planned transit improvements”. It is anticipated that such opportunities would occur only at major intersections given the existing land use. The text of the Official Plan policies with respect to the Urban Structure should recognize the potential for intensification on the south side of Dundas Street subject to further study to more precisely delineate the extent of such areas.

Through this evaluation, it was also determined that recognition of a node in the Dorval Crossing area was premature given the continued need for commercial development, and the lack of strong connections to the existing and planned inter-regional and regional transit system.

The actual boundaries of the additional/expanded nodes and corridors should not be delineated through the Urban Structure Review, but would be determined through additional review and study as appropriate and established on the land use schedules to the Official Plan and through the zoning by-law. The delineation process will vary depending on the status and nature of each node and corridor. In some cases, only relatively minor adjustments to the boundaries of existing nodes and corridors may be required, in other cases where new nodes and corridors are to be defined, more extensive study will be required.

With respect to Downtown Oakville, Kerr Village and Bronte Village, as identified in the *Urban Structure Review Discussion Paper*, these nodes have roles which are quite different than the other nodes and corridors. The Urban Structure should recognize the unique nature of these nodes. It is proposed that these areas would be identified as “Main Street Areas” in recognition of their more limited potential for development.

Table 1 Assessment of Additional/Expanded Nodes and Corridors	
Proposed Node or Corridor	Assessment
Bronte GO Station	<p>Existing policy and infrastructure investments establish the basis for Bronte GO Station to be recognized as a node:</p> <ul style="list-style-type: none"> • It is identified in the Official Plan as a Major Transit Station, in the <i>Mobility Management Strategy for Halton</i> as a Regional Transit Node and in the Growth Plan as a Major Transit Station Area; and, • Improvements are planned to GO service generally and to this station in particular. <p>Given the current commitments to this area, consideration should be given to formally recognizing the potential of the station and surrounding area to serve an expanded role as a new node in keeping with the direction in the current and proposed Growth Plan; the policies of which direct intensification to areas around major transit stations.</p> <p>The extent and type of development will be evaluated as per the Growth Plan, including any minimum density target established as part of amendments to the Growth Plan. In addition directions in the Region and Town Official Plans would be taken into consideration.</p>
Health Oriented Mixed Use Node	<p>The North Oakville West Secondary Plan already identifies the area on the north side of Dundas at Third Line in the Employment Area designation as a “Health Oriented Mixed Use Node.” In addition to the hospital, this designation permits related facilities including supportive housing, long-term care facilities and other uses including retail and service commercial uses.</p> <p>Further, these lands are located on Dundas Street which is proposed by the Province through the Regional Transportation Plan (RTP) for a Bus Rapid Transit (BRT) facility. In addition, the <i>Mobility Management Strategy for Halton</i> identifies Dundas Street as a “Transit Priority Corridor”. Formal recognition of this area in the Town’s Urban Structure as a node, would build on its existing role as established in the North Oakville West Secondary Plan.</p>

Table 1 Assessment of Additional/Expanded Nodes and Corridors	
Proposed Node or Corridor	Assessment
<p>The lands north of the QEW in the Trafalgar Road Corridor, including Oakville Place</p>	<p>The Trafalgar Road Corridor, as discussed in Section 2 of this report, is already identified and protected as a corridor in the Livable Oakville Official Plan through its designation as a Special Policy Area in Section 26.3 and Schedule I, Central Land Use.</p> <p>The lands north of the QEW, adjacent to Trafalgar Road were included in the Trafalgar Corridor Planning Study. The Livable Oakville Official Plan includes them in the “Special Policy Area – Trafalgar Road Corridor” designation on Schedule I – Central Land Use by reference in the text of the Plan. As part of the Trafalgar Planning Study, Oakville Place was identified as having potential to accommodate future intensification. It is recognized that the Oakville Place lands are designated “Employment Area” in the HROP and the removal of the overlay must be considered through the Region’s municipal comprehensive review.</p> <p>The <i>Mobility Management Strategy for Halton</i> also identifies Trafalgar Road as a Transit Priority Corridor and the lands are immediately north of Midtown Oakville which is a Regional Transit Node as well as a Major Transit Station and an Urban Growth Centre. As such, this area has significant potential for intensification as a node in support of Midtown Oakville and the Trafalgar Road Corridor.</p>
<p>Uptown Core Neyagawa Urban Core Area</p>	<p>The Uptown Core is currently recognized as a node (Growth Area) in the Livable Oakville Official Plan. However a review of the extent of this area is appropriate given its increased importance as a key anchor for the major corridors along Trafalgar Road and Dundas Street.</p> <p>Similarly, a review of the extent of the Neyagawa Urban Core Area should be considered given:</p> <ul style="list-style-type: none"> • the conclusions of the Watson & Associates assessment with respect to employment lands; • the on-going expansion of transit services along Highway 407; and, • the initiation of the environmental assessment for the 407 Transitway.

Table 1 Assessment of Additional/Expanded Nodes and Corridors	
Proposed Node or Corridor	Assessment
South side of Dundas Street	<p>As recognized on Map 1 to this report, a significant portion of the north side of Dundas Street is identified as a corridor and designated in the North Oakville as “Dundas Urban Core Area”. The south side of the street is identified in Section 26.4.1 as a corridor, but the extent of the corridor is not defined on the land use schedules. Rather Section 26.4.1 of the Livable Oakville Official Plan directs that the south side of “Dundas Street should be further studied by the Town to identify intensification opportunities associated with planned transit improvements”. The precise nature and extent of those opportunities has yet to be determined. However, given that significant lands along the corridor are comprised of low density residential development it is anticipated that any intensification opportunities will be limited to specific sites at major intersections along the corridor.</p> <p>With respect to transit, as noted Dundas Street is proposed by the Province through the Regional Transportation Plan (RTP) for a Bus Rapid Transit (BRT) facility. In addition, the <i>Mobility Management Strategy for Halton</i> identifies Dundas Street as a “Transit Priority Corridor”.</p> <p>The text of the Official Plan policies with respect to the Urban Structure should recognize the potential for intensification on the south side of Dundas Street subject to further study to more precisely delineate the extent of such areas.</p>

Table 1 Assessment of Additional/Expanded Nodes and Corridors	
Proposed Node or Corridor	Assessment
Palermo North	<p>The Livable Oakville Official Plan identifies the lands south of the Bronte Road/Dundas Street intersection as a node (Palermo Village), while the North Oakville West Secondary Plan identifies a “Special Study Area” designation on the north side, east of Bronte Road. The lands on the west side of Bronte Road, north of Dundas, are designated “Employment Area” but the designation is subject to an Ontario Municipal Board appeal.</p> <p>Further, with respect to land use, it is noted that the Watson & Associates assessment identifies a shortfall of commercial lands in the north-west area of the Town. Recognition of an expanded node in this area could assist in addressing this shortfall.</p> <p>Significant investment for transit is proposed for this area in the <i>Mobility Management Strategy for Halton</i>. In particular, as part of the Strategy both Bronte Road and Dundas Street are identified as “Transit Priority Corridors” and the intersection is identified as a “Proposed Transit Node”. Similar to the Health Oriented Mixed Use Node, these lands are also adjacent to the planned BRT facility on Dundas Street. In addition, the 407 Transitway is planned to run along Highway 407 with a station at Bronte Road.</p> <p>It should be noted however, that the lands identified in the <i>Urban Structure Review Discussion Paper</i> immediately south of Highway 407, east of Bronte Road, are not proposed to be included in this node. The lands have limited development potential because of access issues and proximity to the Transitway and the Highway.</p>
Dorval Crossing	<p>This Major Commercial Area is located adjacent to the QEW, however no significant planned transit facilities have been identified to serve this area by the Province or the Region.</p> <p>In addition, while the lands are located relatively close to the Midtown GO Station there is no direct access to the station. Further, as noted Watson & Associates identify a shortfall of commercial development. Therefore, the recognition of this area as a node as part of the Town’s Urban Structure is not proposed as part of this review.</p>
Speers Road	See discussion in Section 3.5 Employment Mixed Use Corridor.

Recommended Directions

It is proposed that the current Urban Structure as outlined on Map 1, be modified as illustrated on Map 4 by identifying the following nodes and corridors:

- Bronte GO Station Area;
- Health Oriented Mixed Use Node;
- The lands north of the QEW in the Trafalgar Road Corridor, including Oakville Place;
- Potential for modifications to Uptown Core and Neyagawa Urban Core Area boundaries.

In addition, consideration should be given to the expansion of the Palermo Village node north of Dundas Street and west of Bronte Road (Palermo North) given the relationship of this area to existing and planned inter-regional and regional transit system and to provide for additional commercial development. Further, the text of the Official Plan policies with respect to the Urban Structure should recognize the potential for intensification on the south side of Dundas Street subject to further study to more precisely delineate the extent of such areas.

The actual boundaries of the proposed additional/expanded nodes and corridors should not be delineated through the Urban Structure Review, but determined later through additional review and study and established on the land use schedules to the Official Plan and through the zoning by-law.

3.5 Employment Mixed Use Corridor

As identified in the *Urban Structure Review Discussion Paper*, Oakville has an evolving macro-economy premised on decreased industrial and manufacturing growth and increased demand in the office sector which differentiates it from other Halton municipalities. This means that employment areas should be planned to accommodate a more compact, transit-supportive and pedestrian-oriented environment, with a range of employment-supportive amenities.

Specifically, the Speers/Cornwall corridor is already accommodating a mix of employment uses which do not reflect traditional industrial development. It is proposed to recognize this emerging role by identifying the employment mixed use nature of this area in the Urban Structure.

Recommended Directions

It is proposed that the current Urban Structure as outlined on Map 1, be modified as illustrated on Map 5 by recognizing the Speers/Cornwall corridor as “Employment Mixed Use Corridor”.

3.6 Heritage Conservation Districts and Cultural Heritage Landscape Areas

The Livable Oakville Official Plan and the North Oakville Secondary Plans both include policies with respect to the conservation of cultural heritage resources. However, the plans do not specifically identify such resources on the Schedules.

Even though the Plans do not specifically identify cultural heritage resources on the Schedules, the policies make clear the importance of cultural heritage resources. For instance the Livable Oakville Official Plan states in Section 5, Cultural Heritage:

“Conservation of cultural heritage resources forms an integral part of the Town’s planning and decision making. Oakville’s cultural heritage resources shall be identified and conserved so that they may be experienced and appreciated by existing and future generations, and enhance the Town’s sense of history, sense of community, identity, sustainability, economic health and quality of life.”

The Livable Oakville Official Plan also provides a map in the Appendices which identifies the Heritage Conservation Districts. The Town has identified four Heritage Conservation Districts concentrated in the oldest part of Oakville under the authority of the Heritage Act. Any proposed changes to these districts must be in accordance with the respective Heritage Conservation District Plan. The North Oakville Secondary Plans each include a map in their appendices that identify designated heritage buildings.

The Town is also undertaking a town-wide evaluation of cultural heritage landscapes. There are eight high priority landscapes that are currently in Phase Two of the Cultural Heritage Landscapes Strategy. This entails a site specific analysis of each of the eight priority properties.

The recognition of the significance of these resources in the Town’s Plans reflects the Town’s long-standing commitment to heritage conservation and the fact that once designated under the Heritage Act, heritage conservation resources can be regarded as protected for the long term and thus should be regarded as an element of the Urban Structure. The Provincial Policy Statement also requires the conservation of significant cultural heritage landscapes. As such, the currently designated Heritage Conservation Districts should be specifically identified as part of the Urban Structure. Cultural heritage

landscapes should also be identified as elements of the Town's Urban Structure. At this time there is currently only one property in the Town that has been designated under the Heritage Act as a cultural heritage landscape. Additional significant cultural heritage landscapes identified through the Town's ongoing Cultural Heritage Landscape Assessment Strategy will also be added to the Urban Structure schedule.

Recommended Directions

It is proposed that cultural heritage resources including Heritage Conservation Districts and significant cultural heritage landscapes be identified as elements of the Town's Urban Structure.

3.7 Conclusions

Based on the input received through the consultation process and additional information and analysis which has been undertaken, a number of elements are proposed for recognition as part of the Town's Urban Structure in addition to those identified on Map 1 including:

- Public Open Space adjacent to the Natural Heritage System;
- Public Open Space;
- Cemeteries;
- Urban River Valleys;
- Waterfront Enhancement Areas;
- Enhanced connectivity for all modes of transportation including transit facilities in keeping with the Region's Transit Priority Mobility Network and recognition of additional major active transportation routes;
- Recognition of the following nodes and corridors:
 - Bronte GO Station Area;
 - Health Oriented Mixed Use Node;
 - The lands north of the QEW in the Trafalgar Road Corridor, including Oakville Place;
 - Potential for modifications to Uptown Core and Neyagawa Urban Core Area boundaries;

- Recognition of south side of Dundas Street as a corridor with boundary to be defined through further study; and,
- Palermo North.

The actual boundaries of the proposed additional/expanded nodes and corridors should not be delineated through the Urban Structure Review, but determined later through additional review and study.

- Recognition of the Speers/Cornwall corridor as “Employment Mixed Use Corridor”; and,
- Recognition of cultural heritage resources including Heritage Conservation Districts and significant cultural heritage landscapes as elements of the Town’s Urban Structure.

4. Proposed Urban Structure and Policy Directions

4.1 The Proposed Urban Structure

The importance of the urban structure is reflected in the fact that it establishes where we live, work and play - those basic features of our daily life which help determine the quality of our lives. It sets out the broad parameters - the big picture - we fill in the rest.

As the Town no longer has any unplanned greenfield lands available, establishing a comprehensive urban structure providing high level direction for future planning decisions on how to accommodate growth to 2041 and beyond is essential. The urban structure framework will direct the majority of growth and change to identified nodes and corridors, while maintaining and protecting natural and open space areas and the existing character of residential areas. It will provide certainty with respect to where growth should be directed and the areas where there is intended to be limited change.

The Town has an opportunity through the Official Plan review to evaluate the current urban structure and determine if it still provides the appropriate foundation to allow achievement of the Town's goal "To be the most livable town in Canada."

The proposed town-wide Urban Structure for Oakville is proposed on Map 6. It is designed to achieve the study 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 process of establishing the proposed Urban Structure incorporated the Town's current Urban Structure based on an understanding of how it developed. The study process also included a review of emerging Provincial, Regional and Town policies and other factors and trends which affect the future of the Town. In addition, the proposed Urban Structure also reflects input and analysis resulting from a public and stakeholder consultation process.

The proposed Urban Structure is outlined on Map 6 to the report and includes the following elements:

- Natural Heritage System;
- Parkway Belt and Greenbelt;
- Public Parks and Open Space, Cemeteries;
- Urban River Valleys;
- Waterfront Enhancement Areas;
- A system of Nodes and Corridors including additional/expanded nodes and Main Street Areas;
- Employment Areas including an “Employment Mixed Use Corridor” along the Speers/Cornwall corridor;
- Major Commercial Areas;
- Residential Areas;
- Enhanced Transportation System with connectivity for all modes of transportation including transit, walking and biking;
- Utility Corridors;
- Heritage Conservation Districts; and,
- Cultural Heritage Landscapes.

However, it should be noted that there is currently only one property in the Town that has been designated under the Heritage Act as a cultural heritage landscape. Additional significant cultural heritage landscapes identified through the Town’s ongoing Cultural Heritage Landscape Assessment Strategy will also be shown on the Urban Structure schedule.

4.2 Policy Directions

The Town no longer has any unplanned greenfield land available, as a result establishing a comprehensive urban structure providing high level direction for future planning decisions on how to accommodate growth to 2041 and beyond is essential. The urban structure framework will direct the majority of growth and change to identified nodes and corridors, while maintaining and protecting natural and open space areas and the existing character of established residential areas.

Currently the Livable Oakville Official Plan provides some direction with respect to Urban Structure including Part C: Making Oakville Livable (General Policies), Section 3, Urban Structure and on Schedule A1, Urban Structure.

The North Oakville Plans define the urban structure in Sections 7.3 (North Oakville East) and Section 8.3 (North Oakville West) and on Figures NOE 1 and NOW 1, respectively.

It is recommended that the Livable Oakville Official Plan be amended to replace Section 3 with a new section which outlines a comprehensive urban structure for the Town, as well as a new Schedule A1 which reflects the proposed structure on Map 6 to the report. The policy framework in the amended Section 3 would identify the purpose of the urban structure and each major element of the structure.

Section 3 will provide general direction providing a foundation on which to base the detailed land use; urban design, transportation, and servicing policies in the balance of the Official Plan.

It is also recommended that Part F, Implementation and Interpretation be amended to add criteria for evaluating site-specific Official Plan Amendments to ensure that the established urban structure is not undermined. In particular, submissions in support of any proposed site specific amendment to the Official Plan should be required to demonstrate, among other matters, how the proposed change:

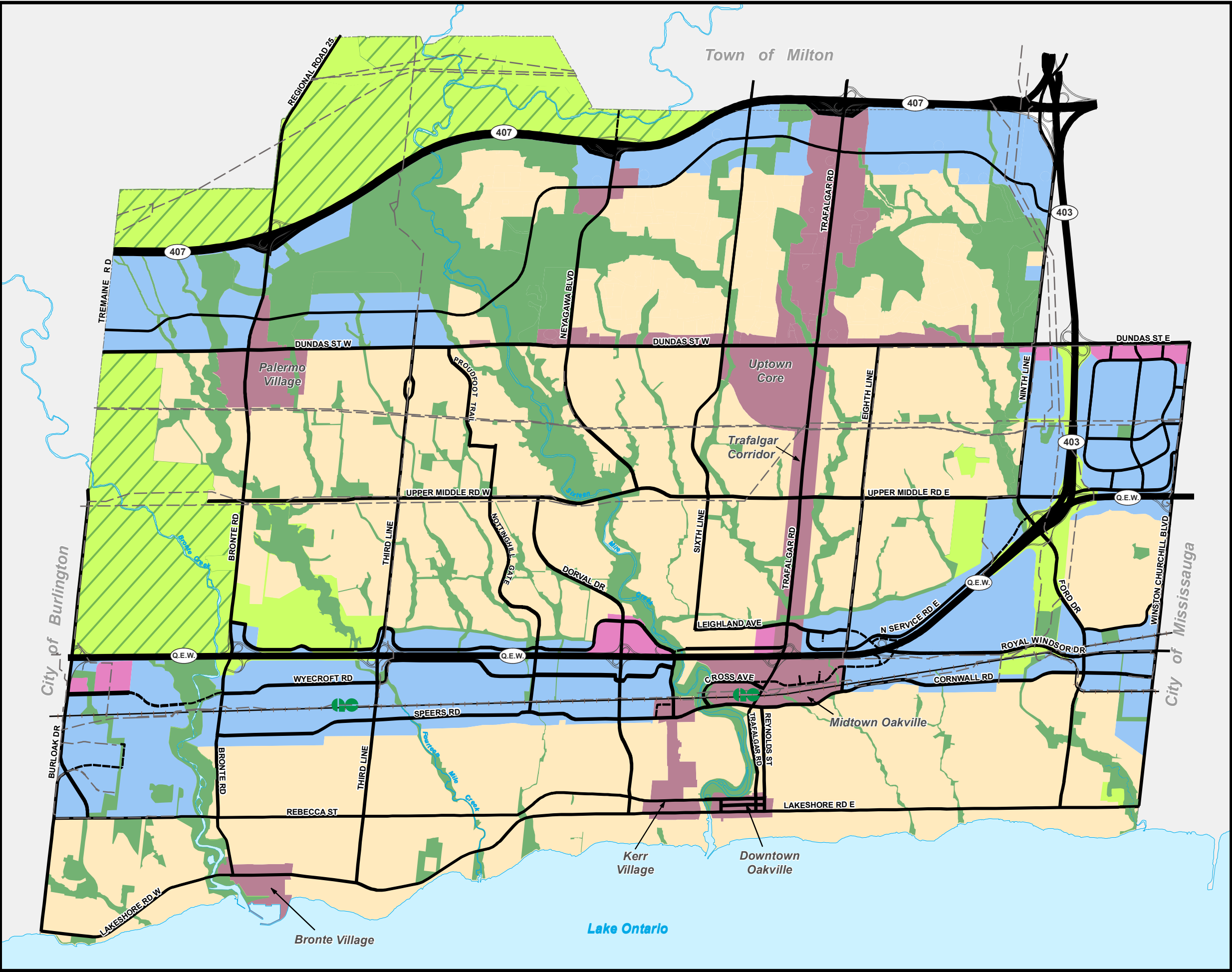
- supports the achievement of the Town's mission and guiding principles;
- supports or strengthens the Town's urban structure and does not adversely impact or destabilize the urban structure, or components of it, including the natural heritage and open space system, the system of nodes and corridors, residential areas, both existing and planned, employment areas, heritage conservation districts and significant cultural heritage landscapes; and,
- aligns with and supports the Province's, Region's and the Town's long term plans for the provision of multi-modal transportation systems, municipal services and community infrastructure and in particular the shift to transit-supportive development in identified nodes and corridors.

Revisions to the North Oakville East and West Secondary Plans to align them with the changes to the Livable Oakville Official Plan are also recommended, with the understanding that these Plans are under review as part of the Town's five-year Official Plan Review. It is expected that the North Oakville Plans will be consolidated into the Livable Oakville Official Plan.

4.3 Next Steps

The proposed directions with respect to the Town's Urban Structure are intended for review by Council, the public and other stakeholders. Ultimately these proposed directions will serve as the basis for incorporating a comprehensive Town-wide Urban Structure into the Town's Official Plan.

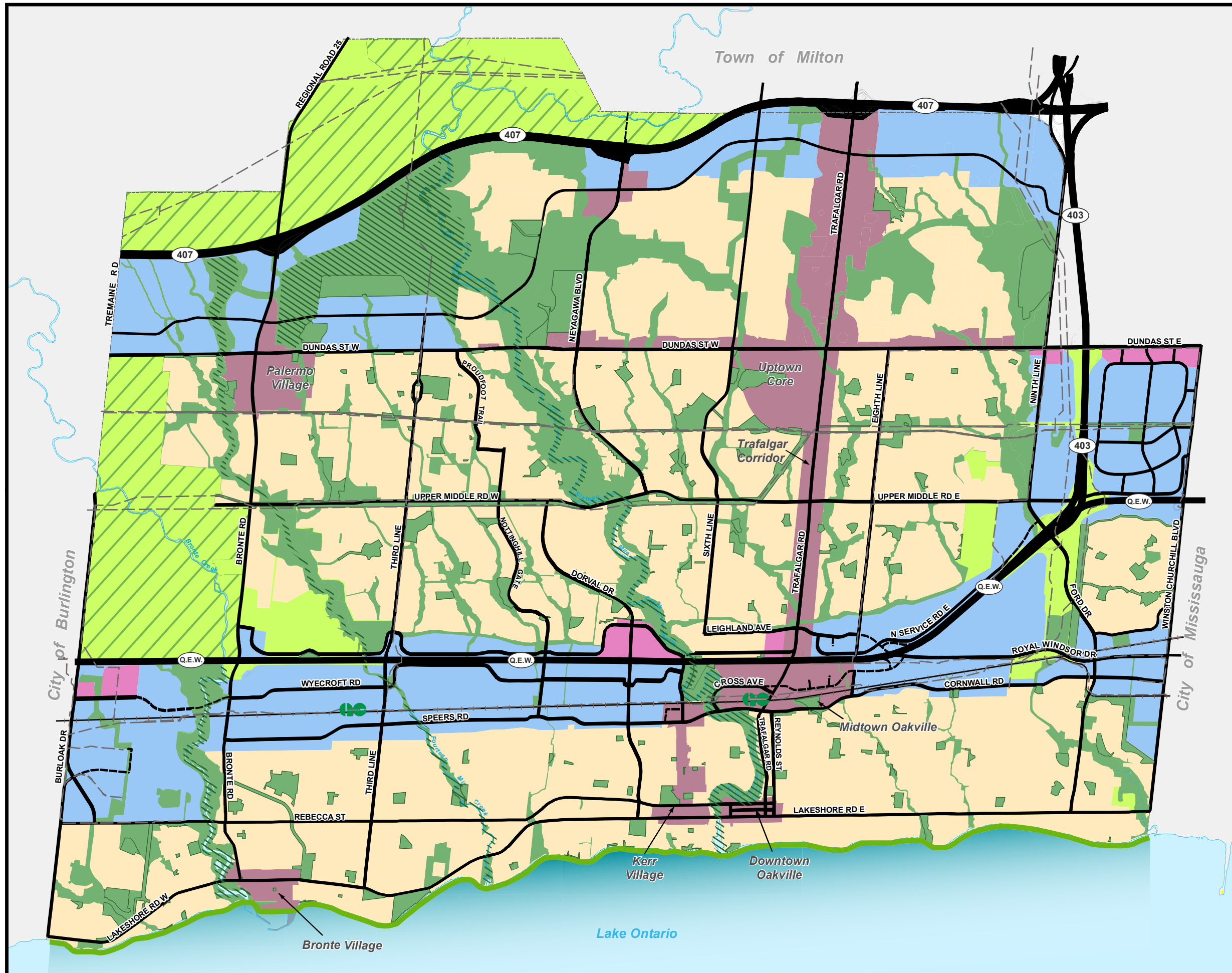
MAP 1
CURRENT URBAN
STRUCTURE



- LEGEND¹
- NATURAL HERITAGE SYSTEM
 - PARKWAY BELT
 - GREENBELT
 - NODES AND CORRIDORS
 - EMPLOYMENT AREAS
 - MAJOR COMMERCIAL AREAS
 - RESIDENTIAL AREAS
 - MAJOR TRANSPORTATION CORRIDOR²
 - PROPOSED MAJOR TRANSPORTATION CORRIDOR
 - MAJOR TRANSIT STATION
 - RAILWAY LINE
 - UTILITY CORRIDOR

NOTE 1: This Schedule does not represent land use designations
NOTE 2: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycles facilities

MAP 2 ENHANCED RECOGNITION OPEN SPACE AND NATURAL AREAS



LEGEND¹

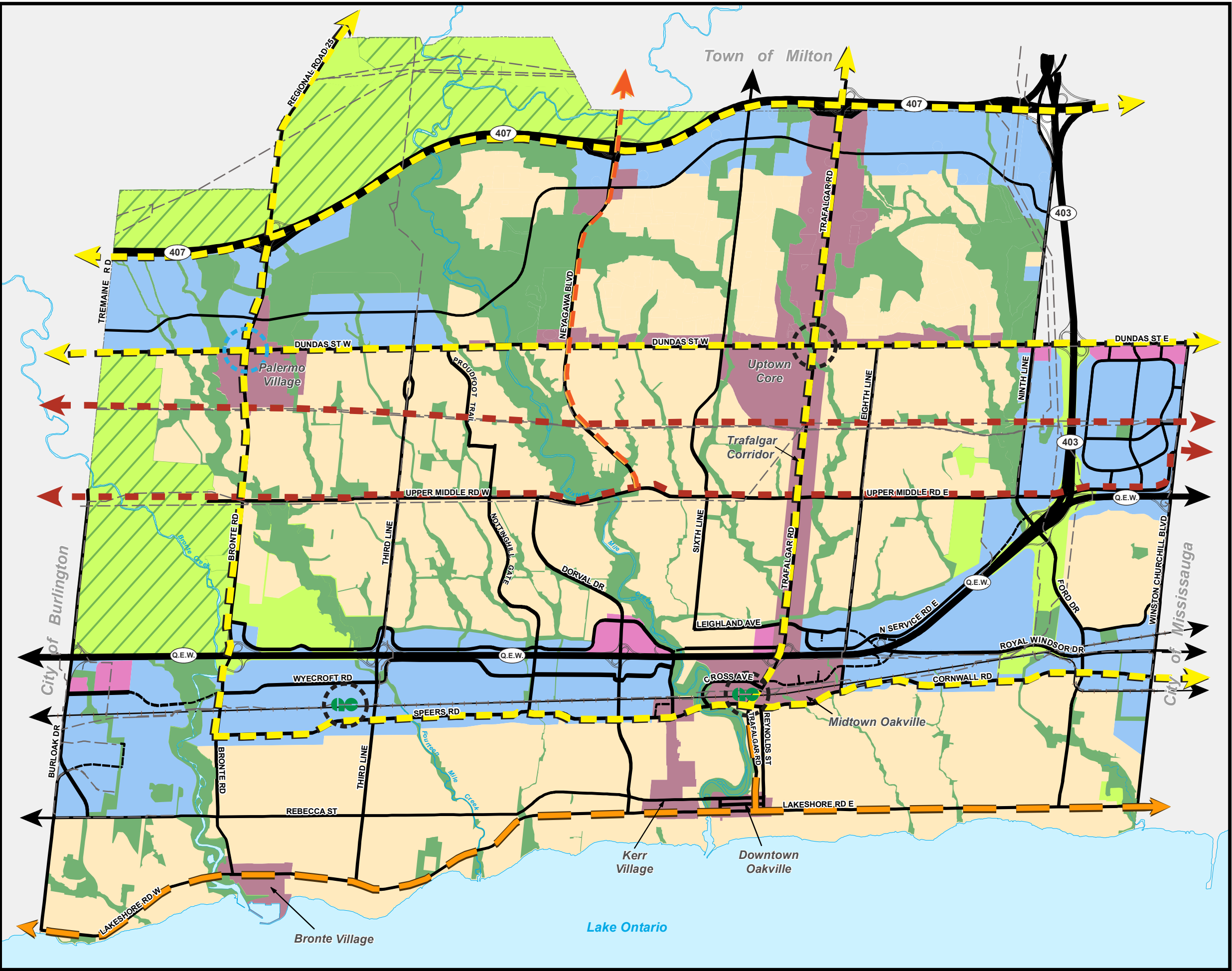
- NATURAL HERITAGE SYSTEM
- PARKWAY BELT
- GREENBELT
- PARKS, OPEN SPACE & CEMETERIES
- URBAN RIVER VALLEYS
- WATERFRONT ENHANCEMENT AREA
- NODES AND CORRIDORS
- EMPLOYMENT AREAS
- MAJOR COMMERCIAL AREAS
- RESIDENTIAL AREAS
- MAJOR TRANSPORTATION CORRIDOR²
- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- MAJOR TRANSIT STATION
- RAILWAY LINE
- UTILITY CORRIDOR

NOTE 1: This Schedule does not represent land use designations
 NOTE 2: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycles facilities

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May 2017



MAP 3
ENHANCED
CONNECTIVITY



- LEGEND¹
- NATURAL HERITAGE SYSTEM
 - PARKWAY BELT
 - GREENBELT
 - NODES AND CORRIDORS
 - EMPLOYMENT AREAS
 - MAJOR COMMERCIAL AREAS
 - RESIDENTIAL AREAS
 - TRANSIT PRIORITY CORRIDOR
 - TRANSIT PRIORITY CORRIDOR - MOBILITY LINK
 - MAJOR ACTIVE TRANSPORTATION CONNECTIONS
 - SCENIC CORRIDOR
 - MAJOR TRANSPORTATION CORRIDOR²
 - PROPOSED MAJOR TRANSPORTATION CORRIDOR
 - MAJOR TRANSIT STATION
 - REGIONAL TRANSIT NODE
 - PROPOSED REGIONAL TRANSIT NODE
 - RAILWAY LINE
 - UTILITY CORRIDOR

NOTE 1: This Schedule does not represent land use designations
NOTE 2: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycles facilities

MAP 4 NODES AND CORRIDOR (GROWTH AREAS)

LEGEND¹

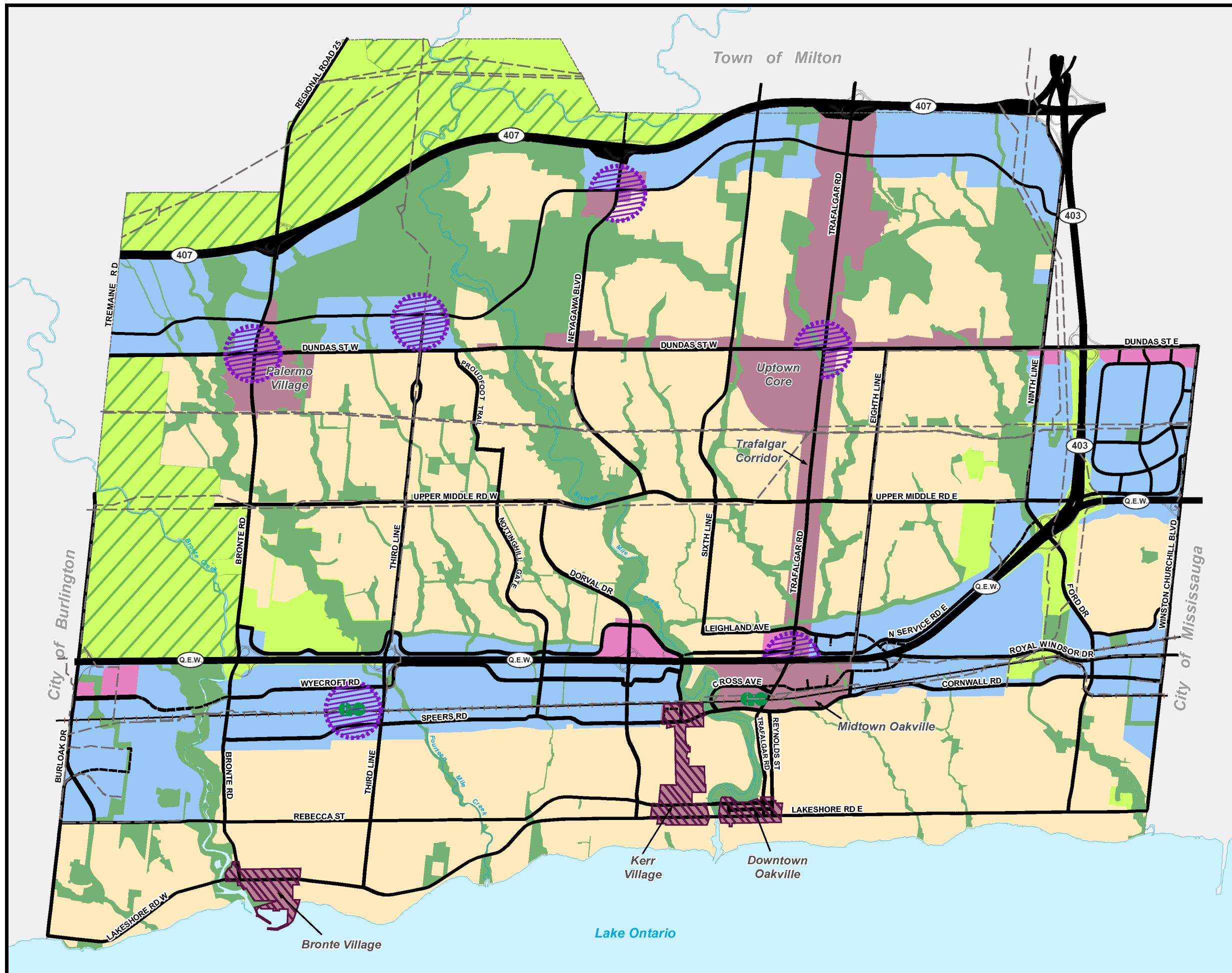
- NATURAL HERITAGE SYSTEM
- PARKWAY BELT
- GREENBELT
- NODES AND CORRIDORS
- ADDITIONAL/EXPANDED NODES AND CORRIDORS²
- MAIN STREET AREA
- EMPLOYMENT AREAS
- MAJOR COMMERCIAL AREAS
- RESIDENTIAL AREAS
- MAJOR TRANSPORTATION CORRIDOR³
- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- MAJOR TRANSIT STATION
- RAILWAY LINE
- UTILITY CORRIDOR

NOTE 1: This Schedule does not represent land use designations

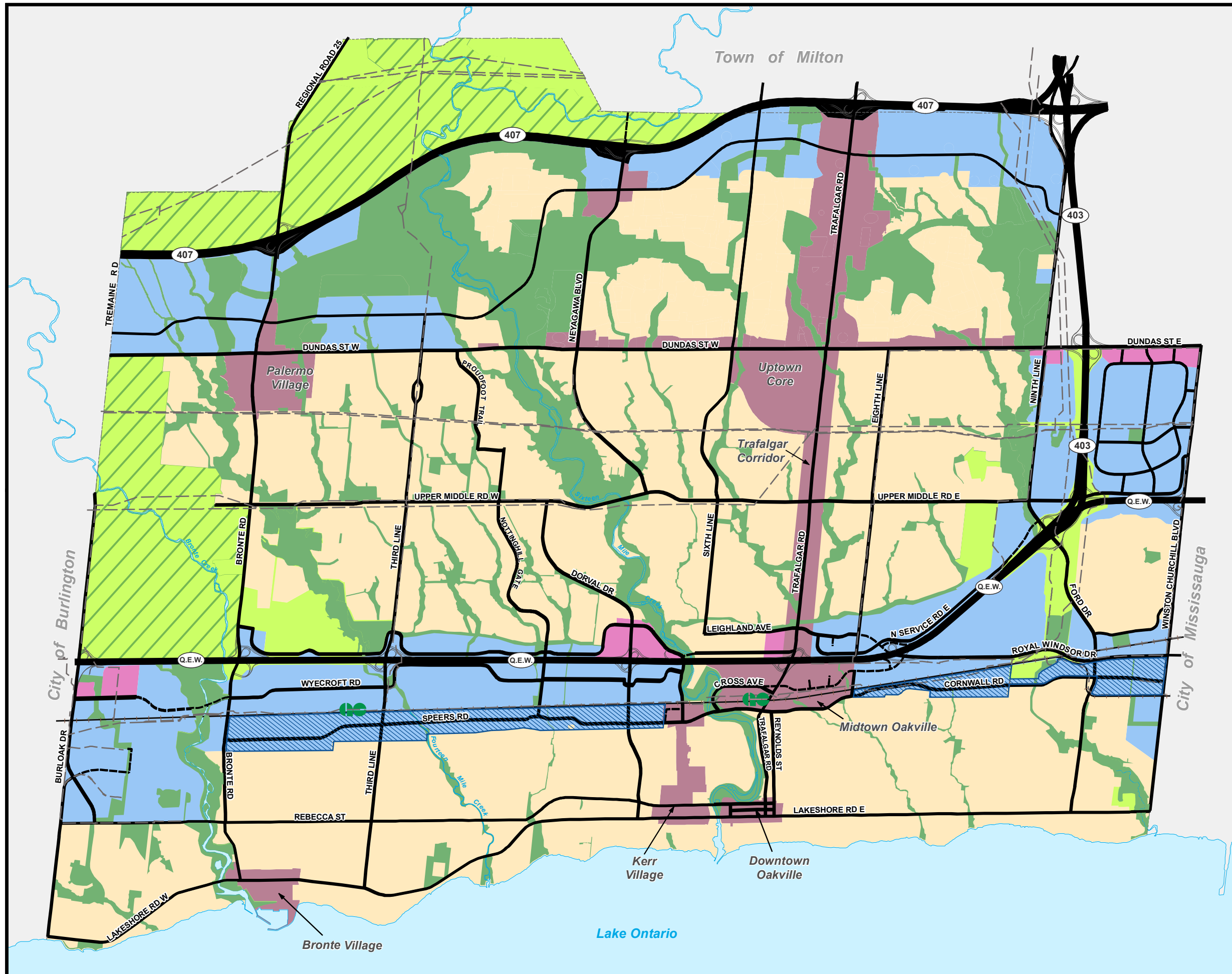
NOTE 2: The south side of Dundas Street is recognized as having the potential for intensification subject to further study to more precisely delineate the extent of such areas

NOTE 3: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycles facilities

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May 2017



MAP 5 EMPLOYMENT AREAS




























- LEGEND¹
- NATURAL HERITAGE SYSTEM
 - PARKWAY BELT
 - GREENBELT
 - NODES AND CORRIDORS
 - EMPLOYMENT AREAS
 - EMPLOYMENT MIXED USE CORRIDOR
 - MAJOR COMMERCIAL AREAS
 - RESIDENTIAL AREAS
 - MAJOR TRANSPORTATION CORRIDOR²
 - PROPOSED MAJOR TRANSPORTATION CORRIDOR
 - MAJOR TRANSIT STATION
 - RAILWAY LINE
 - UTILITY CORRIDOR

NOTE 1: This Schedule does not represent land use designations
 NOTE 2: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycles facilities

MAP 6 PROPOSED URBAN STRUCTURE

LEGEND¹

-  NATURAL HERITAGE SYSTEM
-  PARKWAY BELT
-  GREENBELT
-  PARKS, OPEN SPACE & CEMETERIES
-  URBAN RIVER VALLEYS
-  WATERFRONT ENHANCEMENT AREA
-  NODES AND CORRIDORS
-  ADDITIONAL/EXPANDED NODES AND CORRIDORS²
-  MAIN STREET AREA
-  EMPLOYMENT AREAS
-  EMPLOYMENT MIXED USE CORRIDOR
-  MAJOR COMMERCIAL AREAS
-  RESIDENTIAL AREAS
-  TRANSIT PRIORITY CORRIDOR
-  TRANSIT PRIORITY CORRIDOR - MOBILITY LINK
-  MAJOR ACTIVE TRANSPORTATION CONNECTIONS
-  SCENIC CORRIDOR
-  MAJOR TRANSPORTATION CORRIDOR³
-  PROPOSED MAJOR TRANSPORTATION CORRIDOR
-  MAJOR TRANSIT STATION
-  REGIONAL TRANSIT NODE
-  PROPOSED REGIONAL TRANSIT NODE
-  RAILWAY LINE
-  UTILITY CORRIDOR
-  HERITAGE CONSERVATION DISTRICTS/ CULTURAL HERITAGE LANDSCAPES⁴

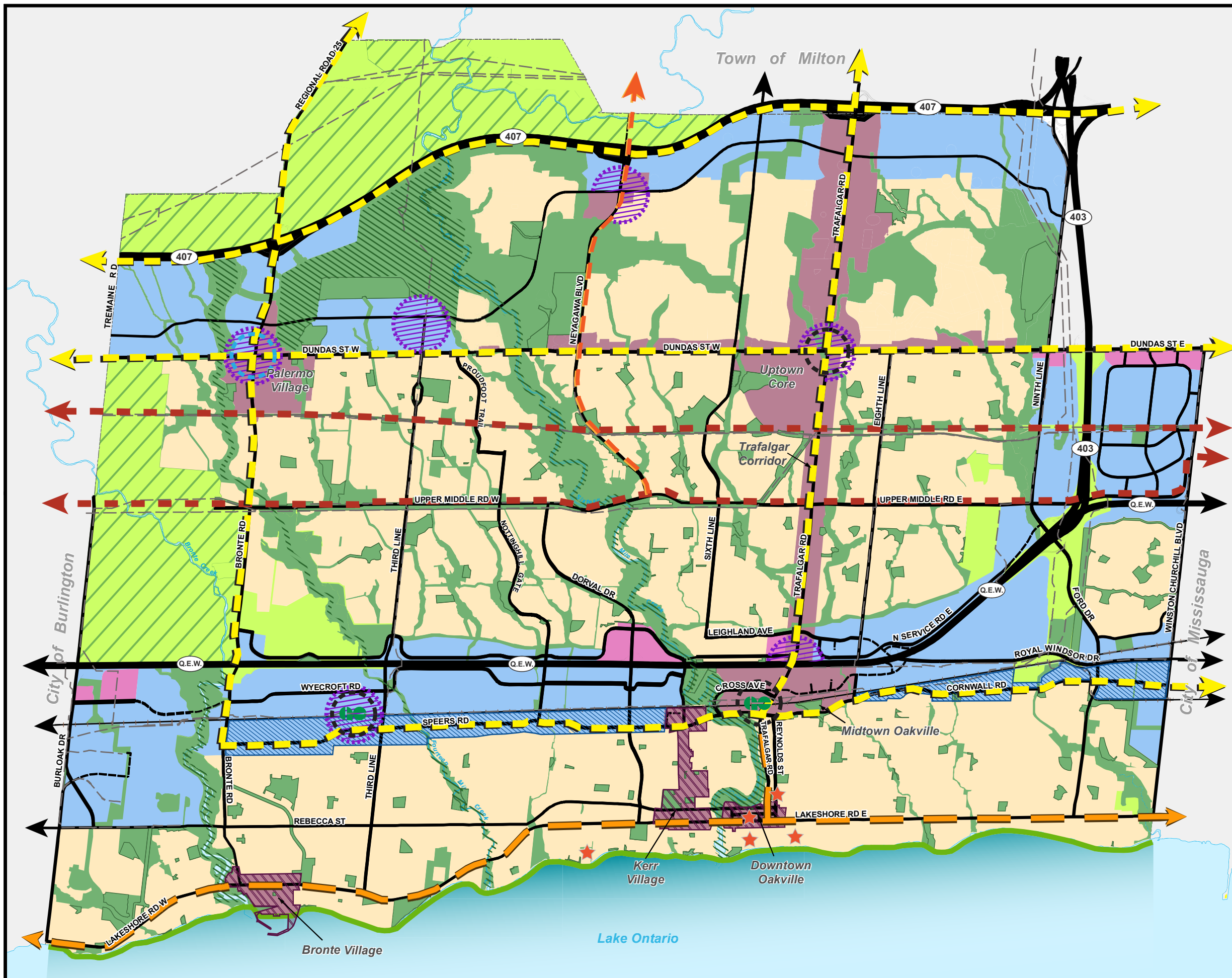
NOTE 1: This Schedule does not represent land use designations

NOTE 2: The south side of Dundas Street is recognized as having the potential for intensification subject to 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 bicycles facilities

NOTE 4: Heritage Conservation Districts and Cultural Heritage Landscapes designated under the Heritage Act are elements of the Urban Structure. Additional Districts and Landscapes will be added to the Urban Structure schedule as they are designated

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May 2017



Appendix A

Summary of Public and Stakeholder Consultation

Town of Oakville Urban Structure Study

Summary of Public and Stakeholder Consultation

The Urban Structure Review Discussion Paper was developed as a starting point for a conversation with the community about what the future urban structure of the Town should look like and how it should function.

Input was received from the Livable Oakville (Official Plan Review) Council Sub-Committee at their meetings of May 15, 2016 and November 1, 2016, as well as at:

- Four public drop-in open houses on November 15, 16, 22, and 23, 2016.
- Two Strategic Advisory Group workshops and one workshop with the Strategic Advisory Committee Infrastructure Advisory Group. The Strategic Advisory Group is composed of representatives of Town and Regional Departments and other agencies including Metrolinx and Conservation Halton.

Key themes which emerged from the consultation are summarized as follows:

- Transportation connectivity and safety, within the community and between communities;
- Transportation needs to include public transit and active transportation networks - provide viable transportation choices beside the car with some specific suggestions including:
 - Upper Middle Road being identified as a route where active transportation should be a priority;
 - Better walkways and bike paths from Midtown outwards;
 - Make Speers more walkable and comfortable
- Ensure the stability of existing residential areas;
- Recognize the unique nature of Lakeshore Road and Trafalgar south of Cornwall;
- Recognize parks, open space and cemeteries, as well as enhanced urban river valleys and community infrastructure, as essential urban structure elements;
- Provide for additional and expanded nodes, but recognize unique nature of Downtown, Kerr Village and Bronte;
- Protect employment and major commercial components;
- Consider the protection of private open space;
- Recognize utility corridors as structural elements;

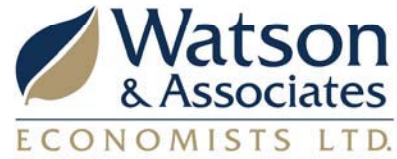
- Improve Parkway Belt West mapping; and,
- Identify Parkway Belt lands along Ninth Line/Joshua Creek as natural lands; and,
- Consider identifying urban forest as protected area.

Appendix B
Growth Analysis and Accommodation
Overview Report

Town of Oakville Urban Structure Review

Growth Analysis and Accommodation Overview Report

May 4, 2017



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 **Planning for growth**

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1. Introduction

As part of the Town of Oakville Official Plan (OP) Review process, the Town of Oakville recently completed a Residential Growth Analysis Study – Technical Report in the spring of 2017 (hereinafter referred to as the 2017 Residential Growth Analysis Study) which addresses the Town’s long-term residential growth potential to the year 2041 within the context of current provincial, regional and local planning policy.¹ The 2017 Residential Growth Analysis Study serves as a technical background report to the Growth Analysis and Accommodation Overview provided herein. The technical report is also intended to be used as a guiding document for the Town of Oakville for all other studies prepared for the Town which rely on population and housing forecasts. The 2017 Residential Growth Analysis Study provides a detailed review of existing and emerging demographic and economic trends which are anticipated to influence long-term population and housing trends within the Town’s Built-up Areas (BUA) and remaining Designated Greenfield Areas (DGA). The Town also recently completed an Employment and Commercial Review (ECR) Study in 2016, which provides a comprehensive assessment of the Town’s long-term employment growth potential and non-residential land needs to the year 2041. The key findings of the Town of Oakville ECR study are provided within the broader perspective of economic growth across the Greater Toronto Hamilton Area (GTHA).² The results of these reports as they relate to the urban structure are summarized below.

The analysis provided herein has been prepared to inform the Town’s Urban Structure Review Policy Directions Report.³ It is important to note, however, that the Town’s long-term growth outlook, as summarized herein, has been assessed from a demographic, economic and market demand perspective within the context of the current planning policy framework as discussed in Chapter 2. Ultimately, the Town of Oakville will determine and direct the appropriate location and mix of future housing growth through Official Plan (OP) policy.

¹ Town of Oakville Residential Growth Analysis Study – Technical Report, May 4, 2017.

² Town of Oakville Employment and Commercial Review, October 2016.

³ Town of Oakville Urban Structure Review – Policy Directions Report, May 4, 2017.

2. Planning within the Local, Regional and Provincial Policy Context

2.1 Provincial Growth Plan

In 2006, the Province released the Growth Plan for the Greater Golden Horseshoe (“Growth Plan”), a 25-year plan that sets out where and how growth will occur across the Greater Golden Horseshoe. The Growth Plan provides growth forecasts for single- and upper-tier municipalities and provides policy direction for a range of areas – including land use, infrastructure and transportation planning.

In June 2013, the Ministry of Infrastructure released Amendment No. 2 to update and extend the Growth Plan population and employment forecasts to 2041 and revise the interim forecasts (i.e. 2031B). An updated office consolidation was released at the same time. The transition policies in Section 5.4.5 identify that the Schedule 3 forecasts shall be implemented by applying the 2031A forecasts to all existing Official Plan matters, and that the updated forecasts (i.e. 2031B, 2036 and 2041) should be used in the next five-year municipal Official Plan review.

As set out in Schedule 3 of the June 2013 Growth Plan, Halton Region’s population and its employment base are forecast to reach 820,000 and 390,000, respectively, by 2031 (2031B).¹ As summarized below in Figure 2-1, this represents an increase of 40,000 persons in comparison to the original 2031 population forecasts provided in Schedule 3 of the Growth Plan (2031A). The 2031 employment forecast (2031B) remains unchanged from the original 2031 population forecast (2031A) provided in Schedule 3 of the Growth Plan. By 2041, Halton Region’s population and its employment base are forecast to reach 1,000,000 and 470,000, respectively.

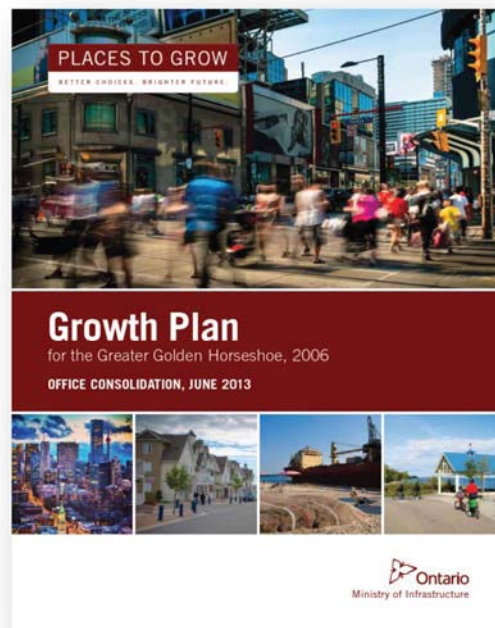


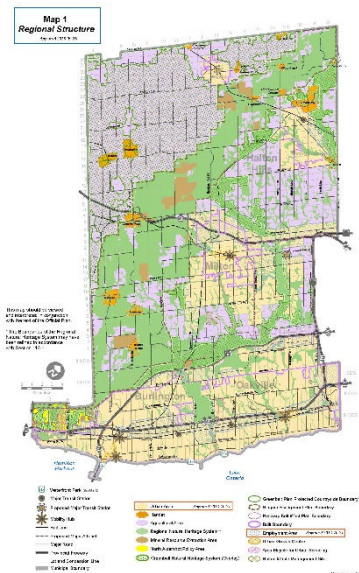
Figure 2-1
Provincial Growth Plan (Places to Grow) Population and Employment Forecasts
for Halton Region (000s)

Population	Employment	Updated Forecasts						Difference in 2031 Population (2031B - 2031A)	Population Growth 2031A - 2041	Employment Growth 2031A - 2041
		Population			Employment					
2031A	2031A	2031B	2036	2041	2031B	2036	2041			
780	390	820	910	1,000	390	430	470	40	220	80

Source: Growth Plan for the Greater Golden Horseshoe, 2006 (Places to Grow) Office Consolidation, June 2013. Excerpt from Schedule 3

2.2 Halton Region Official Plan

The Halton Region Official Plan (ROP) outlines a long-term vision for Halton's physical form and community character. The Regional Structure, as shown on Map 1 of the ROP, represents Halton's basic position on the use of land and natural resources within its planning area and is the framework within which Local Official Plans, amendments and by-laws shall be prepared. The Regional Structure is accompanied by a growth strategy for Halton based on the distribution of population and employment for the planning horizon year of 2031. As per Table 1 of the Halton ROP, the 2031 population and employment forecasts for the Town of Oakville are 255,000 and 127,000, respectively.¹



The Regional Structure also sets out targets for intensifying development within the BUA and development density in the DGA. More specifically, the ROP set out that the minimum number of residential units to be added to the BUA of the Town of Oakville between 2015 and 2031 is 13,500.² The ROP further establishes that the minimum average density for the DGA is 46 people and jobs per gross ha for Oakville. Lastly, the Regional Structure sets out the Regional phasing to be achieved every five years from 2012 to 2031 between the BUA and DGA, as summarized below in Figure 2-2.³

¹ Forecast population figures include an upward adjustment of approximately 3.5% for the Census net population undercount.

² Table 2.

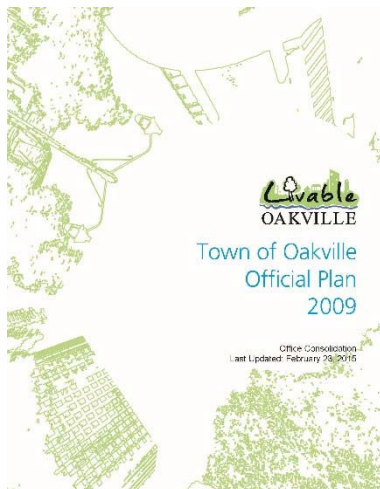
³ Table 2a.

Figure 2-2
Halton Regional Official Plan
Residential Phasing Plan for the Town of Oakville

Housing Growth	2012-2016	2017-2021	2022-2026	2027-2031	2012-2031
Designated Greenfield Area	6,155	5,152	2,206	1,251	14,764
Low Density	3,382	3,354	477	699	7,912
Medium and High Density	2,773	1,798	1,720	552	6,843
Units Inside the Built Boundary	4,235	5,068	4,323	4,189	17,815
Total	10,390	10,220	6,529	5,440	32,579
Percentage Housing Intensification	41%	50%	66%	77%	55%

Source: Halton Regional Official Plan Package - January 13, 2016, September 28, 2015 Interim Office Consolidation. Table 2a.

2.3 Town of Oakville Official Plan



The Livable Oakville Plan applies to the lands south of Dundas Street and north of Highway 407. The North Oakville East Secondary Plan and North Oakville West Secondary Plan created under the 2006 Town of Oakville OP apply to the lands north of Dundas Street, south of Highway 407. Consistent with the Halton ROP, the Livable Oakville Plan provides a land-use planning framework to direct and manage growth to 2031 based on the population and employment forecasts summarized below in Figure 2-3.

Figure 2-3
Town of Oakville
Town-wide Population and Employment Forecast

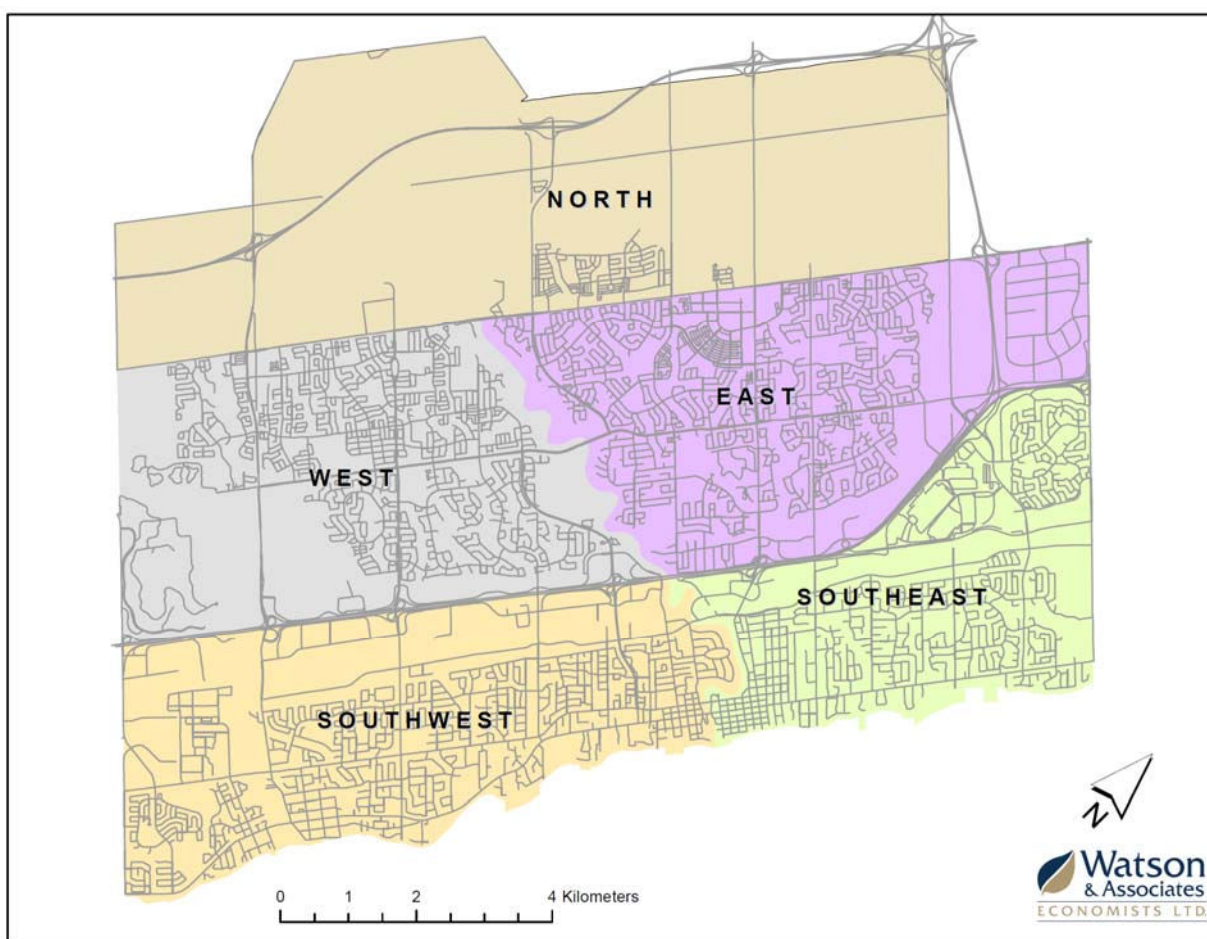
Year	Population	Employment
2006	165,000	82,000
2031	255,000	127,000

Source: Livable Oakville, Town of Oakville Official Plan, 2009. Office Consolidation Last Updated February 23, 2015. 2031 Population figures summarized in Table 1-1 are upwardly adjusted for the net Census undercount, which is estimated at approximately 3.5%.

Note: The forecasts are for the entire Town, including North Oakville (North Oakville is approximately 35,000 employees and 55,000 residents)

Population and employment growth in the Town is intended to be accommodated through the development of Residential and Employment Areas within the existing built boundary and remaining greenfield areas. The Town's lands within the existing built boundary are generally found south of Dundas Street, where growth is to occur primarily within defined Growth Areas. The Town's remaining greenfield lands are generally comprised of lands within North Oakville (i.e. lands north of Dundas Street).¹ Section 4.4 of the Livable Oakville plan also provides a target of 14,390 new residential units within the Town of Oakville built boundary between 2015 and 2031. As illustrated in Figure 2-4, the Town of Oakville is comprised of five planning areas, including East, Southeast, West and Southwest in South Oakville, as well as North Oakville.

**Figure 2-4
Town of Oakville
Planning Areas**



¹ It is noted that designated greenfield areas are located south of Dundas Street primarily near Palermo Village, the Uptown Core and Joshua Creek.

3. Drivers of Population and Housing Growth in the Town of Oakville

Future population and housing growth within the Town of Oakville is strongly correlated with the growth outlook and competitiveness of the export-based sectors within the broader GTHA regional economy. The GTHA represents the economic powerhouse of Ontario and the centre of much of the economic activity in Canada. Regional economic growth potential within the Town of Oakville commuter-shed represents the key driver of net migration in the Town of Oakville. In turn, net migration drives population growth within the Town's working-age population and their dependants (i.e. children, spouses not in the labour force and other family members).

Strategically located within the southwest of the GTHA, the Town of Oakville continues to have a strong appeal to new businesses and residents. This appeal is largely attributed to the Town's geographic location within the GTHA and its proximity to key regional infrastructure such as the Toronto Pearson International Airport (TPIA), a myriad of provincial highways, regional transit (GO Transit) and a number of post-secondary institutions within a 1- to 2-hour radius. The Town's western GTHA location also offers access to a number of major employment markets within southern Ontario and the US. These attributes make the Town of Oakville an attractive destination to people and businesses.

In addition to the above "hard" regional infrastructure attributes, "soft" or "quality" factors are becoming increasingly important regarding the attraction of new families and business development. For the Town of Oakville and more generally Halton Region, this area of the Country has an excellent reputation as a vibrant, growing, low-crime location in which to live. The Town offers a wide range of top-rated public and private schools, a high standard of local infrastructure (i.e. roads, indoor/outdoor recreation facilities and social services), a vibrant downtown, access to shopping, arts and culture and other recreational opportunities. Looking forward, the increasing importance of these "soft" factors represents a key reason why Oakville's competitive position is likely to strengthen, relative to southern Ontario as whole, in attracting new residents and business development over the longer term.

4. Town of Oakville Housing Supply Analysis

Figures 4-1a and 4-1b summarize the Town's potential future housing supply (lands designated in the OP to accommodate residential development) by structure type and stage of development. It is estimated that the Town has a potential housing supply of approximately 38,800 to 49,700 total units as of mid-2015.¹ Of the Town's total housing supply, approximately 63% to 71%² is identified in high-density housing forms, including low-rise, mid-rise and high-rise apartments. The Town's remaining housing supply is identified in ground-oriented housing forms, including single and semi-detached units, townhouses, back-to-back townhouses, stacked townhouses, stacked and back-to-back townhouses, duplexes and low-rise hybrid buildings.³

As illustrated in Figures 4-1a and 4-1b, the housing supply within the South Oakville area (south of Dundas Street) is estimated at approximately 21,100 to 32,300 units, largely comprised of high-density housing forms. The greatest share of housing supply in South Oakville exists within the East and Southeast areas, primarily through high-density intensification opportunities.

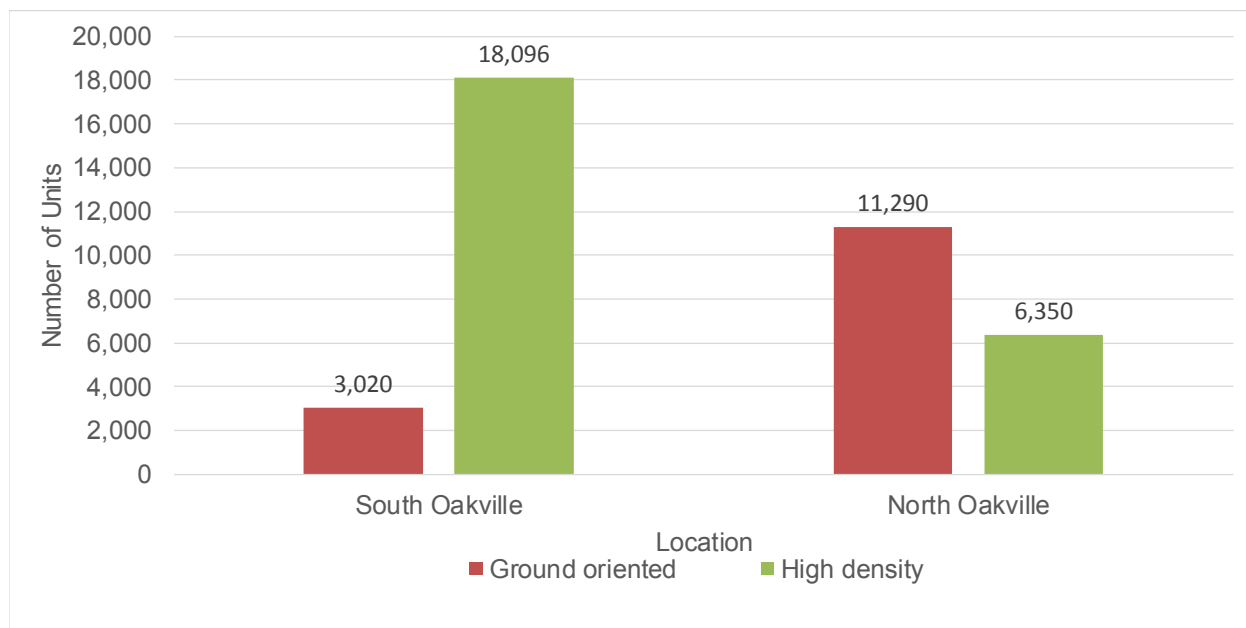
Additional housing opportunities also exist in the form of secondary suites, which are anticipated to be available throughout the Town over the 2016 to 2041 forecast period. Based on a review of recent building permit activity related to secondary suites within the Town of Oakville, it is estimated that an additional 400 units will be created within the Town over the next 25 years. It is important to note that Figures 4-1a and 4-1b do not include intensification opportunities outside the Town's designated Growth Areas in South Oakville.

¹ Town of Oakville housing supply includes potential housing units at various stages of planning approval, including registered – not built, draft approved, active application, other remaining lands and intensification opportunities.

² Housing supply range represents potential high-density housing supply as per low and high supply scenarios.

³ Low-rise hybrid buildings are typically defined as 3- to 4-storey vertically stacked units with shared side and back walls. Ground level units have individual entrances with direct access to grade. Upper units gain access through a shared separate entrance/corridor.

Figure 4-1a
Town of Oakville
Housing Supply (Low Scenario)

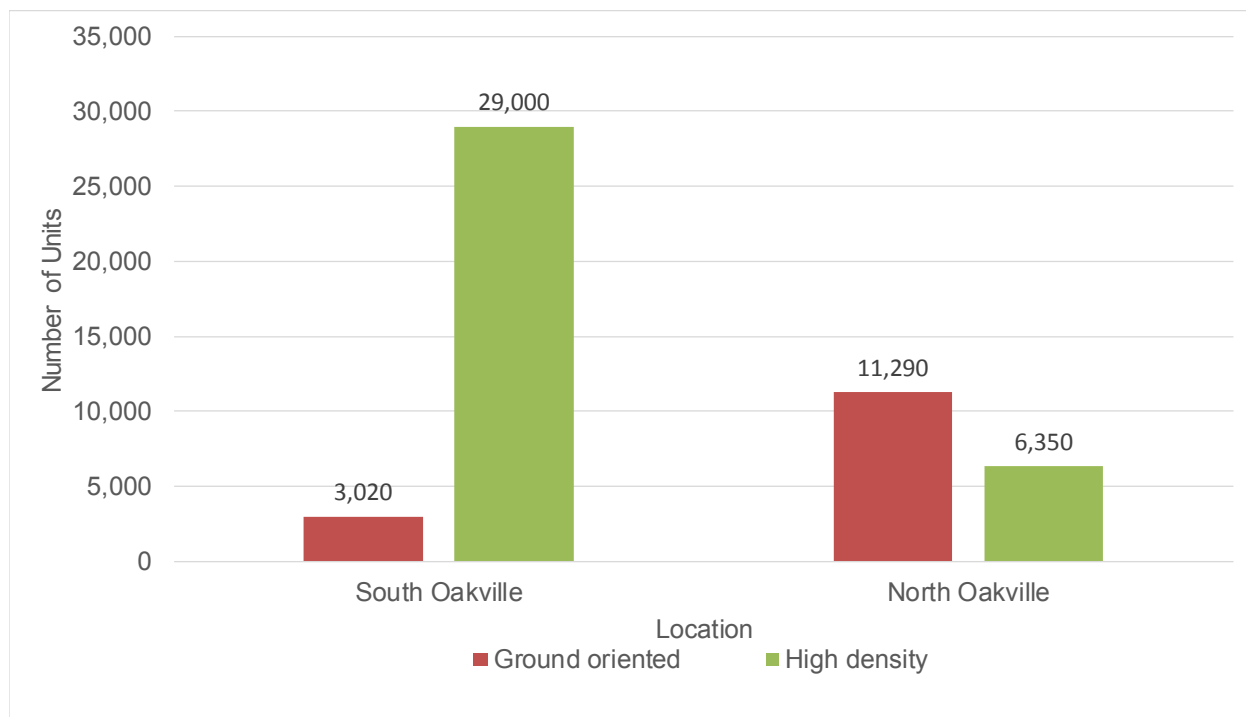


Location	Housing by Structure Type		
	Ground oriented ¹	High density ²	Total
South Oakville	3,020	18,096	21,116
North Oakville	11,290	6,350	17,640
Town of Oakville	14,310	24,446	38,756

Source: Derived from Town of Oakville Planning Services, July 2015. Summarized by Watson & Associates Economists Ltd.

1. Includes single detached, semi-detached, townhouses, stacked townhouses, back-to-back townhouses, stacked and back-to-back townhouses, duplexes and low-rise hybrid buildings.
2. Includes low-rise apartments, mid-rise apartments and high-rise apartments.

Figure 4-1b
Town of Oakville
Housing Supply (High Scenario)



Location	Housing by Structure Type		
	Ground oriented ¹	High density ²	Total
South Oakville	3,020	29,000	32,020
North Oakville	11,290	6,350	17,640
Town of Oakville	14,310	35,350	49,660

Source: Derived from Town of Oakville Planning Services, July 2015. Summarized by Watson & Associates Economists Ltd.

1. Includes single detached, semi-detached, townhouses, stacked townhouses, back-to-back townhouses, stacked and back-to-back townhomes duplexes, and low-rise hybrid buildings.

2. Includes low-rise apartments, mid-rise apartments and high-rise apartments.

5. Town of Oakville Population Forecast Scenarios to 2041

As previously discussed, a broad range of considerations related to demographics, economics, socio-economics and infrastructure is anticipated to drive the amount, built form, location and timing of future residential and non-residential growth throughout the Town over the long-term planning horizon.

A total of four long-term population forecasts were prepared for the Town of Oakville as part of the 2017 Residential Growth Analysis Study, including a Low Growth Scenario, Best Planning Estimates (BPE) Reference Growth Scenario, Revised Reference Growth Scenario and High Growth Scenario. A range of forecast population and housing growth has been generated under each of these respective scenarios largely based on varying assumptions regarding annual demand for new housing construction and corresponding annual demand from net migration. Each of these long-term growth options for the Town is briefly discussed below.

Low Growth Scenario – projects that net migration levels during the 2021 to 2031 period will be lower than what has been assumed in the BPE reference forecast. It is assumed that this downward adjustment to the net migration forecast would be largely driven by potential delays to the servicing and phasing of planned low- and medium-density housing within North Oakville, relative to previous assumptions as per the 2011 Halton Region BPE. Under the Low Growth Scenario, the Town's population is forecast to reach 248,100 by 2031 and 261,500 by 2041. Comparably, the 2031 population under the Low Growth Scenario is lower than the 2031 population forecast set out in the Halton ROP and Town of Oakville OP by approximately 7,000 persons. In accordance with the approved 2031A population forecast for the Town and the provincial requirement for the Region to accommodate an additional 40,000 persons under the 2031B forecast, a portion of which may be allocated to Oakville, the Low Growth Scenario is not recommended as the Preferred Growth Scenario.

BPE Reference Growth Scenario – assumes that Oakville will achieve the 2031 population allocation for the Town of 255,000¹ set out in Table 1 of the Halton ROP and Table 2 of Livable Oakville. Under this growth scenario, no additional population growth allocated to Halton Region under Growth Plan Amendment No. 2 is apportioned to the Town of Oakville. During the post-2031 period, the Town's population is forecast to increase at an annual rate of 0.7%, which generates a 2041 Town-wide population of

¹ Population forecast included an upward adjustment of approximately 3.5% for the net Census undercount.

272,400. Similar to the Low Growth Scenario, this scenario is not preferred as it does not consider the Town's role in accommodating the provincial requirement for the Region to accommodate an additional 40,000 persons under the 2031B forecast.

High Growth Scenario – assumes that the Town's current share of the Halton Region population remains relatively constant throughout the 2016 to 2041 forecast period at approximately 35%. In accordance with this assumption, the Town's population is forecast to reach 289,500 by 2031B and 350,000 by 2041. Based on a detailed review of available housing supply within the Town, historical growth trends, as well as total population growth forecast to Halton Region as per the Growth Plan between 2031A and 2041, the High Growth Scenario is not recommended as the preferred population growth forecast for the Town of Oakville.¹

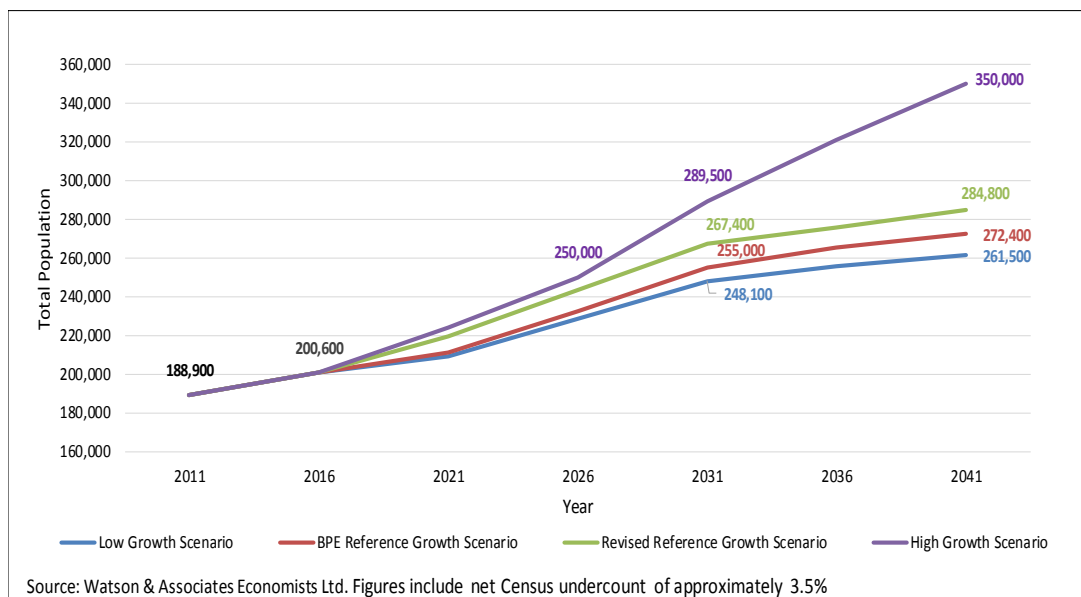
Revised Reference Growth Scenario – assumes a 30% share of the additional 40,000 persons allocated to Halton Region, as per the Growth Plan Amendment No. 2 2031B forecast, is apportioned to the Town of Oakville. This allocation is based on the Town's share of population growth relative to Halton Region over the 2016 to 2031 period under the BPE Reference Growth Scenario. Under this scenario the Town is forecast to reach a total population of 267,400 by 2031 and 284,800 by 2041. It is recognized that the Town of Oakville has a role to play in accommodating a portion of the additional 2031B population growth allocated to Halton Region under the Growth Plan. In accordance with historical population growth trends, anticipated market demand and Provincial Growth Plan policy requirements, the Revised Reference Growth Scenario represents the Preferred Growth Scenario for the Town of Oakville.² A summary of the Revised Reference Growth Scenario is provided in Chapter 6 of this report.

A summary of the long-term population growth scenarios for the Town of Oakville is provided below in Figure 5-1.

¹ It is noted that forecast population growth between 2031 and 2041 assumed under the High Growth Scenario represents 43% of population growth allocated to Halton Region under the Growth Plan between 2031A and 2041.

² Additional details with respect to forecast housing growth and net migration associated with the Preferred Growth Scenario are provided in the Town of Oakville Residential Growth Analysis Study – Technical Report, Spring 2017.

Figure 5-1
Town of Oakville
Population Forecast Scenarios



6. Preferred Population and Housing Forecast, 2041

Figure 6-1 summarizes the Preferred Growth Scenario for the Town of Oakville in five-year increments from 2016 to 2041. For reference purposes, historical Census population is also identified between 1991 and 2016. Under the Preferred Growth Scenario, the Town of Oakville is forecast to reach a population of 267,400 by 2031B and 284,800 by 2041. This represents an annual population growth rate of 1.9% during the 2016 to 2031B planning horizon. During the post-2031 period, the Town's annual population growth rate is forecast to slow as the Town's low- and medium-density greenfield housing supply builds out. As a result, net migration rates in the Town of Oakville are anticipated to slow during the post-2031 period, relative to the 2016 to 2031 time-period. During the post-2031 period, the focus of residential development within the Town will be primarily concentrated within the Town's existing Growth Areas and other nodes and corridors which have been identified for development in both South and North Oakville.

Overall, the forecast annual population growth rate for the Town of Oakville over the 2016 to 2041 forecast period under the Preferred Growth Scenario is 1.4%. Comparatively, the Town of Oakville population increased at an average annual rate of 2.2% during the 1991 to 2016 historical period.

Figure 6-1
Town of Oakville
Historical and Forecast Population Growth
(Preferred Growth Scenario), 1991 to 2041

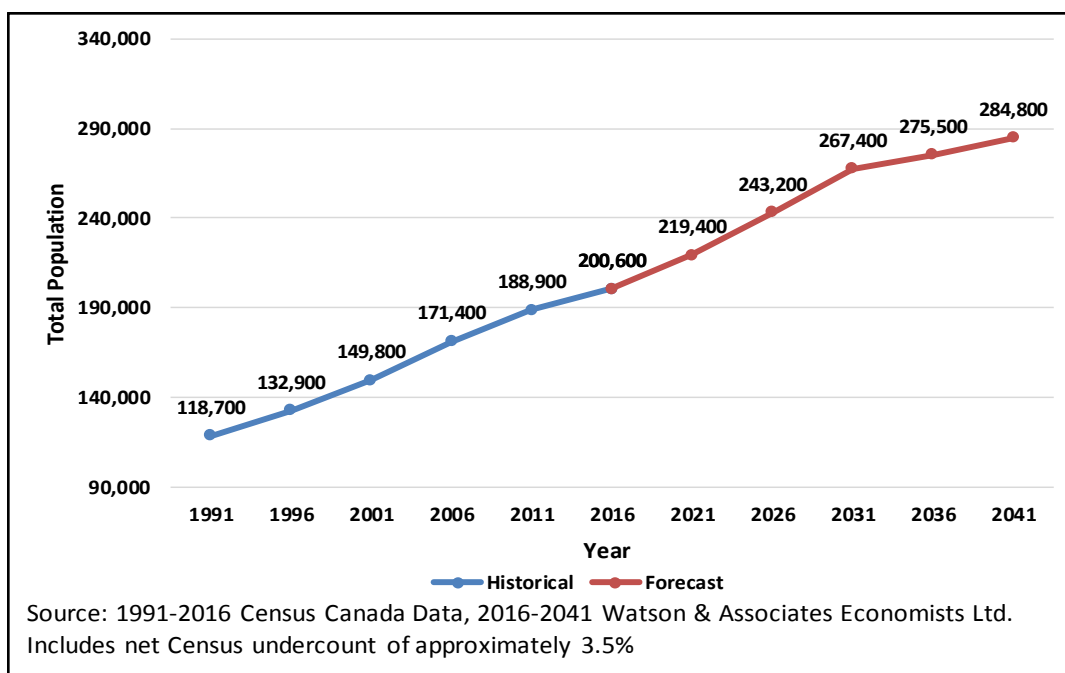
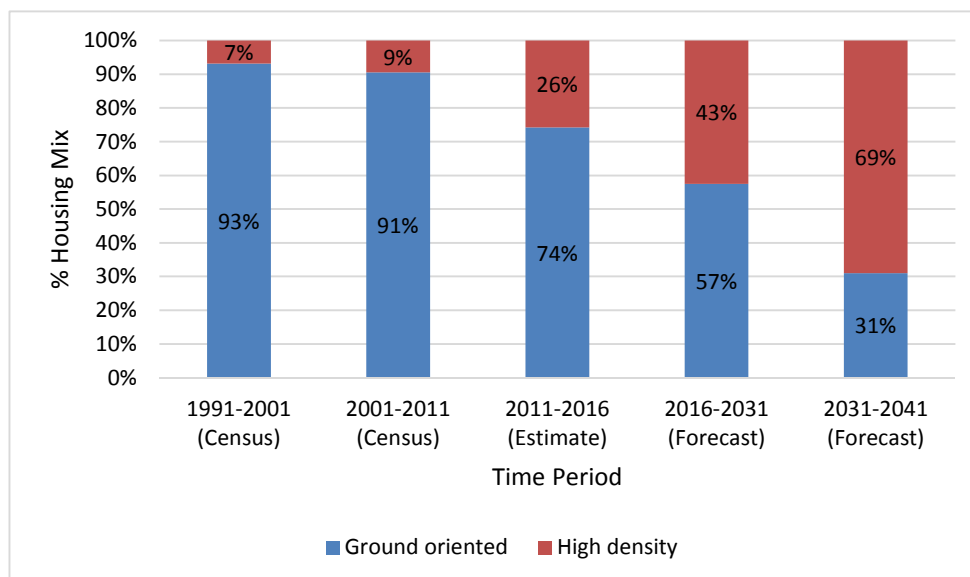


Figure 6-2 summarizes the percentage breakdown of forecast housing growth within the Town of Oakville between ground-oriented and high-density households to the year 2041 within the context of historical trends over the past 25 years. Historically, ground-oriented housing has comprised the majority of new housing development over the past 25 years. Recent housing growth has steadily shifted away from ground-oriented housing forms, with high-density housing comprising 26% of total residential building permits issued for new dwellings between 2011 and 2015. Over the next 15 years, it is anticipated that housing development within the Town will be increasingly focused on high-density forms, largely driven by declining housing affordability and the aging of the Town's population base. During the 2031 to 2041 forecast period, the share of high-density housing is forecast to further increase as the Town's supply of ground-oriented housing within the DGA is ultimately exhausted.

Figure 6-2
Town of Oakville
Historical and Forecast Mix of Housing Growth, 1991 to 2041



7. Allocation of Population and Housing Forecast by Area

Forecast Town-wide population and housing growth was allocated by Area in the 2017 Residential Growth Analysis Study based on a detailed review of the following:

- Anticipated market demand for ground-oriented and high-density housing;
- Available greenfield land supply and housing intensification opportunities to accommodate future housing growth to 2041; and
- The current provincial, regional and local policy framework as it specifically relates to housing intensification and greenfield density targets set out in Table 2 of the Halton ROP and Section 4 (Table 3) of Livable Oakville.

Figure 7-1 summarizes the Preferred Growth Scenario for North and South Oakville to 2041 in comparison to the 2011 Halton Region BPE.

Figure 7-1
Town of Oakville
Preferred Population Forecast, 2016 to 2041

Area	Year	Population (Excluding Census Undercount)	Total Population (Including Census Undercount) ¹	2011 Halton Best Planning Estimates ²
South Oakville	2011	182,300	188,700	169,100
	2016	187,400	193,900	175,200
	2031	213,900	221,400	204,400
	2041	223,000	230,800	
North Oakville	2011	400	400	5,500
	2016	6,400	6,600	23,000
	2031	44,500	46,100	42,000
	2041	52,200	54,000	
Town of Oakville	2011	182,700	190,000	174,800
	2016	193,800	200,600	198,200
	2031	258,400	267,400	246,400
	2041	275,200	284,800	

Source: Watson & Associates Economists Ltd. 2017.

1. Net Census undercount estimated at approximately 3.5%

2. 2011 Halton Region BPE population figures exclude the net Census undercount
Numbers may not add precisely due to rounding.

Figure 7-2 summarizes incremental population and household growth from 2016 to 2041 within North and South Oakville in accordance with the Preferred Growth Scenario. Over the 2016 to 2041 planning horizon, the Town of Oakville housing base is forecast to reach 102,400 households by 2041; this represents an increase of 36,100 households between 2016 and 2041. Of this total, 57% of household growth is forecast within South Oakville, while the remaining 43% of new households are forecast within North Oakville.

Figure 7-2
Town of Oakville
Population and Housing Forecast in North and South Oakville

Area	Time Period	Population (Excluding Census Undercount)	Total Population (Including Census Undercount) ¹	Housing		
				Ground oriented	High density	Total
South Oakville	2016-2041	35,600	36,800	4,700	15,900	20,600
North Oakville	2016-2041	45,800	47,400	13,500	2,100	15,500
Town of Oakville	2016-2041	81,400	84,200	18,200	18,000	36,100

Source: Watson & Associates Economists Ltd.

1. Net Census undercount estimated at approximately 3.5%

Numbers may not add precisely due to rounding

8. Town of Oakville Housing Supply and Demand, 2041

Future housing supply and demand by structure type are summarized to the year 2031 and 2041 in Figure 8-1. As summarized below, the Town has a more than sufficient housing supply to accommodate housing demand to 2031 and 2041. While there is a sufficient supply of total units to accommodate the preferred population and housing forecast, there is a difference between the market demand for ground-oriented units and the Town's corresponding housing supply. The implications of this difference are that the rate of growth in the Town may decline as the remaining vacant greenfield land supply for ground-oriented housing is absorbed. To accommodate the preferred population and housing scenario, a shift in market demand is required that supports families choosing to live in higher density urban forms. Therefore, as the Town approaches full build out, it is pivotal for the Town to work towards shifting its housing demand to better reflect its housing supply in order to achieve its preferred population growth rate forecast as set out in Chapter 6.

As previously discussed, this analysis has been provided to inform the Town's Urban Structure Review Policy Directions Report. The findings should support the development of policy directions that utilize the appropriate planning tools and official plan policies to support how the Town will accommodate growth to 2041.

Figure 8-1
Town of Oakville
Net Housing Requirements (Supply vs. Demand) by Area and Structure Type,
2031 and 2041

Area	Year	Ground oriented	High density (Low Scenario)	High density (High Scenario)	Total Units (Low Scenario)	Total Units (High Scenario)
North Oakville	2031	110	5,160	5,160	5,270	5,270
	2041	(2,160)	4,270	4,270	2,110	2,110
South Oakville	2031	(940)	7,930	18,840	6,990	17,900
	2041	(1,650)	2,210	13,120	560	11,470
Town of Oakville	2031	(830)	13,090	24,000	12,260	23,170
	2041	(3,810)	6,480	17,390	2,670	13,580

9. Town of Oakville Long-Term Non-Residential Land Needs, 2041

9.1 Forecast Employment Growth, 2041

Forecast employment growth and corresponding non-residential land needs for the Town of Oakville to the year 2041 are documented in the October 2016 Town of Oakville Employment and Commercial Review Report. The purpose of the Employment and Commercial Review Report is to address the long-term employment growth for the Town and corresponding employment land and commercial land needs to the year 2041. In accordance with Section 4.6 of the Employment and Commercial Review Report, the Town of Oakville's employment base is forecast to reach 136,000 by the year 2041.

9.2 Employment and Commercial Land Needs, 2041

With respect to forecast employment land and commercial land needs, the 2016 Employment and Commercial Review Report draws the following conclusions:

- There is sufficient supply of employment land to meet forecast demand within the Town of Oakville to 2041 and beyond;
- The Town's urban boundaries are fixed, which eliminates future opportunities to accommodate additional greenfield development beyond what is currently designated in North Oakville through future urban boundary expansion. As such, the Town should reserve priority areas and strategically important lands for employment uses beyond 2041;
- A commercial lands shortfall of approximately 25 ha is identified by 2041 based on a coverage factor of 30%;

- While most of the commercial land in the south part of Oakville is built-out, there are a number of opportunities for intensification and infill on occupied commercial lands;
- Notwithstanding the potential for future commercial intensification, it is difficult to predict the amount and timing of such development. Furthermore, intensification beyond 30% coverage would require reductions in parking standards or structured parking. Structured parking is generally not feasible on small to moderately sized sites. For these reasons, commercial intensification opportunities have not been included in the assessment of long-term commercial land needs;
- The supply of designated commercial lands within North and South Oakville is unbalanced, with limited opportunities to accommodate commercial demand opportunities in the southern portion of the Town; and
- The existing commercial inventory within Northwest Oakville is currently under-stored relative to the rest of the Town, particularly with respect to food retail. Based on 2014 data, Northwest Oakville offers significantly less commercial/retail space per capita compared to the rest of Oakville.

10. Conclusions

The Town of Oakville is forecast to experience steady population and housing growth over the next 25 years, largely driven by the economic growth potential of the Town and the surrounding regional economic area (i.e. the GTHA). Other “soft” factors such as quality of life, access to highly rated public and private schools, access to municipal services and amenities, arts and culture, and recreation also represent key drivers which will continue to attract new people and businesses to the Town of Oakville over the long term.

Over the 2016 to 2041 planning horizon, the Town of Oakville’s population base is forecast to grow at an average rate of 1.4%. This represents an annual population growth rate which is higher than that of the Province of Ontario as a whole, but slightly slower than the Region of Halton.^{1, 2} To accommodate this steady rate of forecast population growth, a total of 36,100 new households will need to be constructed and occupied between 2016 and 2041 across a broad range of housing density types, forms and price ranges.

¹ Places to Grow, Better Choices, Brighter Future Growth Plan for the Greater Golden Horseshoe, 2006. Office Consolidation, June 2013. Schedule 3. Ontario Ministry of Infrastructure.

² Ontario Ministry of Finance, Ontario Population Projections. Spring, 2016.

The 2017 Residential Growth Analysis Study identifies that the Town can accommodate the forecast population and housing growth required to support the Preferred Growth Scenario by the year 2041 without significant changes to the Town's existing urban structure. The study, however, also identifies a difference between the housing market demand and the Town's housing supply. To support the Preferred Growth Scenario, it is pivotal for the Town to work towards shifting the current market preference from ground-oriented dwellings to high-density units. As the Town approaches buildout of its remaining greenfield areas, opportunities to accommodate ground-oriented dwellings will decline. For the Town to maintain a steady rate of population growth during the post-2031 period, it will need to attract an increasing share of residents in high-density housing forms. To facilitate this shift towards more compact urban development, the Town should explore the use of planning and/or financial tools as well as other policies which address the implementation of the Town's long-term vision.

Given the Town's ample supply of high-density housing opportunities, additional Growth Areas are not required to accommodate the Town's preferred 2041 population, housing and employment forecast. Notwithstanding this conclusion, the designation of additional primary and secondary Growth Areas may be warranted from a long-term planning and growth management perspective. The potential designation of additional primary and secondary Growth Areas should recognize the continued evolution of the Town's urban structure within the context of provincial, regional and local planning policy as well as evolving economic, demographic and real estate market trends. Proposed modifications to the Town's urban structure should also recognize the need for the Town to continue to plan for future urban development and continued growth beyond 2041 at a mature state.

In accordance with provincial, regional and local planning policy, future Growth Areas should be planned as mixed-use centres with transit-supportive development focused around major transit and along corridors. Intensification outside Growth Areas within the stable residential areas will be subject to policies that are intended to maintain and protect the existing character of those communities.

With respect to long-term non-residential land needs, the Town has a sufficient supply of designated employment lands to accommodate forecast employment land demand to 2041. Regarding long-term commercial land needs, additional lands may be warranted to accommodate local demand related to food retail within Northwest Oakville.