

REPORT

LIVABLE OAKVILLE (OFFICIAL PLAN) COUNCIL SUB-COMMITTEE

MEETING DATE: MAY 15, 2017

FROM: Planning Services Department

DATE: May 4, 2017

SUBJECT: North Oakville Secondary Plans Review

LOCATION: North Oakville, Dundas Street to 407

WARD: Wards 4, 5, and 6

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RECOMMENDATION:

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

KEY FACTS:

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

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

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BACKGROUND:

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

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

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

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

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

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

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

COMMENT/OPTIONS:

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

Overview of the North Oakville Plans

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

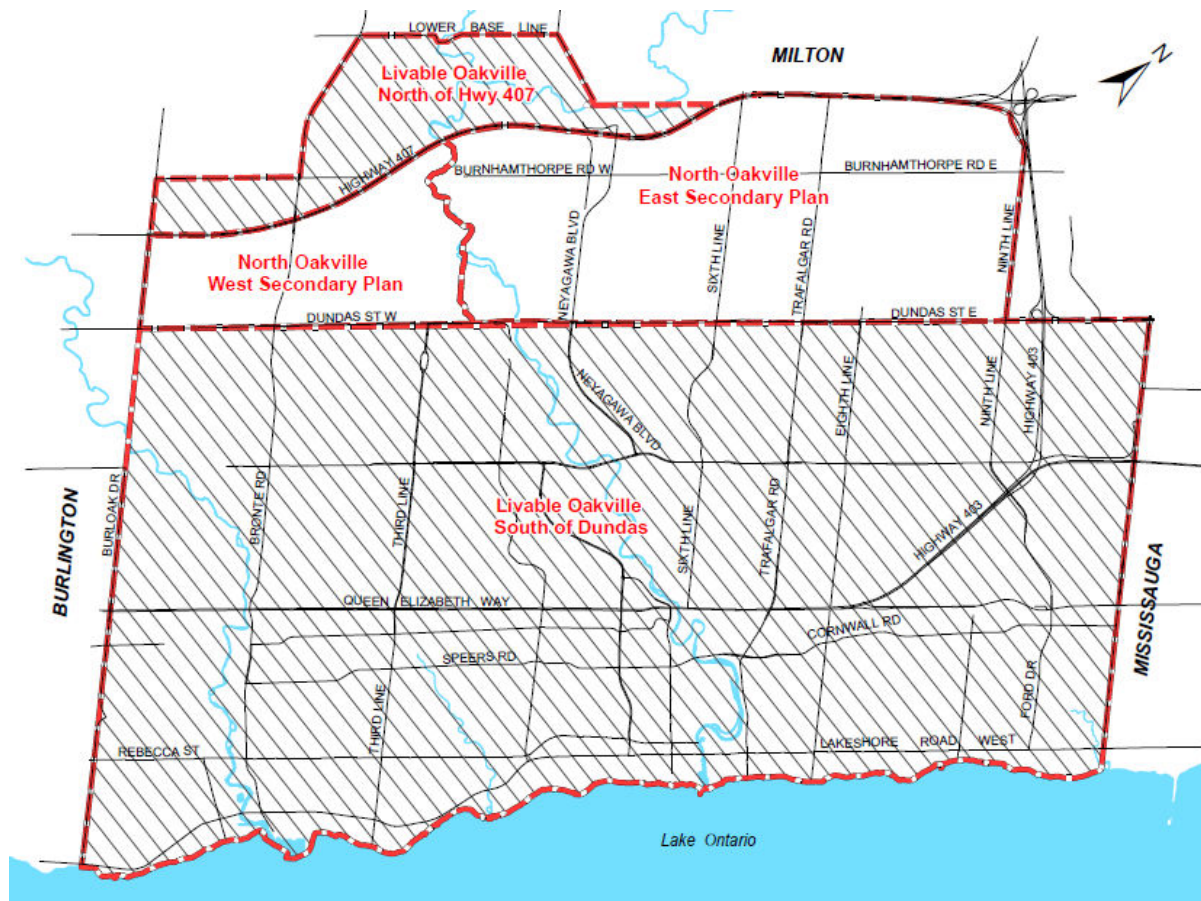


Figure 1. Town of Oakville - Official Plan areas.

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

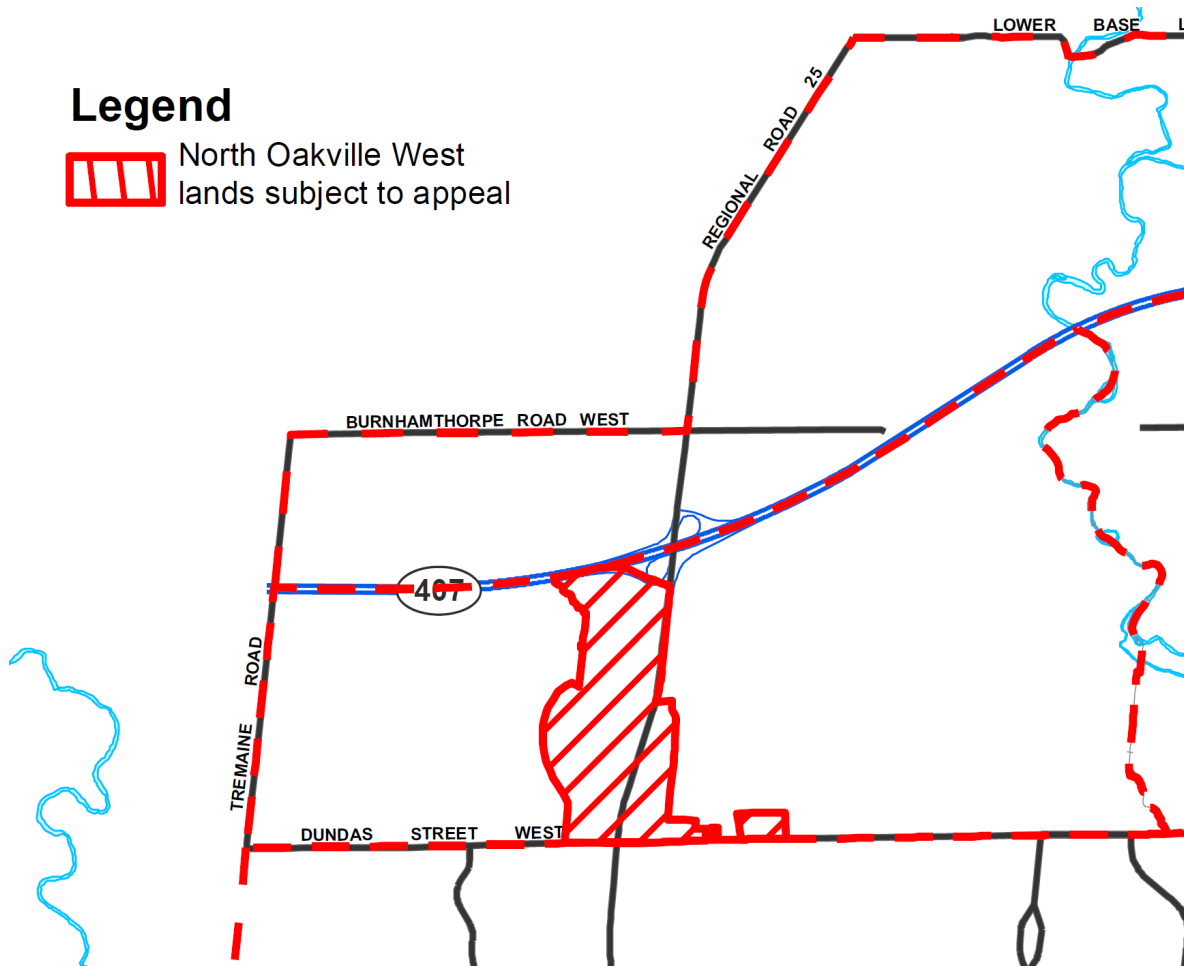


Figure 2. Lands under OMB appeal in the North Oakville West Secondary Plan.

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

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

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

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

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

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

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

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

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

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

Purpose and Scope of the Study

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

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

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

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

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

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

Study Process and Emerging Issues

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

Consolidation

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

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

Conformity and Consistency

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

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

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

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

Provincial Policy Statement 2014

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

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

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

Province of Ontario – Coordinated Land Use Planning Review

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

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

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

The Greenbelt Plan

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

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

The Growth Plan for the Greater Golden Horseshoe

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

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

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

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

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

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

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

Region of Halton Official Plan

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

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

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

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

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

Mobility Management Strategy for Halton

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

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

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

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

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

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

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

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

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

Final recommendations are expected to address several matters including:

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

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

Clarification and Improvement

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

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

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

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

Housing Mix Targets

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

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

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

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

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

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

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

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

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

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

Urban Core Area Development

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

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

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

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

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

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

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

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

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Neighbourhood Commercial Development

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

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

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

Transitional Area development

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

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

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

Additional Policy Areas to Examine

The following key additional areas have been identified to examine:

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

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

Planning for Significant Areas of Land is Advancing

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

Health Oriented Mixed Use Node

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

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

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

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

North Oakville West Lands at Bronte Road

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

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

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

Official Plan Implementation Tools

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

Community Design and Operational Issues with North Oakville Development

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

Timing of Next Steps and Amendments

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

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

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

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CONSIDERATIONS:

(A) PUBLIC

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

(B) FINANCIAL

There are no financial implications arising from this report

(C) IMPACT ON OTHER DEPARTMENTS & USERS

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

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- be accountable
- be the most livable town in Canada

(E) COMMUNITY SUSTAINABILITY

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

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