



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2017-079

Official Plan Amendment No. [REDACTED]

A by-law to adopt an amendment to the Livable  
Oakville Plan, Official Plan Amendment Number [REDACTED]  
(Town of Oakville, Urban Structure, File: 42.15.52)

WHEREAS the Livable Oakville Plan (2009 Town of Oakville Official Plan), which applies to the lands south of Dundas Street and the lands north of Highway 407, was adopted by Council on June 22, 2009, and approved with modifications by the Ontario Municipal Board on May 10, 2011; and,

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

WHEREAS it is deemed necessary to pass an amendment to the Livable Oakville Plan to provide for revised town-wide urban structure policies and schedules.

**COUNCIL ENACTS AS FOLLOWS:**

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and (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Municipal Board.

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

PASSED this \_\_ day of \_\_\_\_\_, 2017

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

**Official Plan Amendment Number [redacted]  
to the Town of Oakville’s Livable Oakville Plan**

**Constitutional Statement**

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

**Part 1 – Preamble**

**A. Purpose**

The purpose of this amendment is to incorporate into the Livable Oakville Plan modifications to the text and schedules in order to provide for a town-wide urban structure.

This amendment applies to all lands within the Town of Oakville municipal boundary, including:

- the lands subject to the Livable Oakville Plan, south of Dundas Street and north of Highway 407; and,
- the lands under the North Oakville East Secondary Plan and the North Oakville West Secondary Plan that are located north of Dundas Street and south of Highway 407 (the North Oakville Secondary Plans).

**B. Background**

- Council adopted the Livable Oakville plan on June 22, 2009 pursuant to section 17 of the *Planning Act*, as an official plan applicable to lands south of Dundas Street and north of Highway 407. Halton Region then approved the Livable Oakville Plan, with modifications, on November 30, 2009, as it was deemed to conform to the Growth Plan for the Greater Golden Horseshoe, to be consistent with the Provincial Policy Statement, 2005, and to conform to the Region of Halton Official Plan, as amended, including what was, at the time, proposed Regional Official Plan Amendment 38 (ROPA 38). Several parties appealed that regional approval decision.
- Following the resolution of a majority of the appeals, the Ontario Municipal Board (OMB) approved the Livable Oakville Plan with further modifications on May 10, 2011.

- Throughout 2012, the OMB approved additional modifications to resolve outstanding site-specific appeals.
- The Livable Oakville Plan is in force except for five outstanding site-specific appeals, two to the Livable Oakville Plan (OMB Case No. PL100058) and three to OPA 4 (OMB Case No. PL140317).

### **C. Basis**

- 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 signaled the commencement of the five-year Official Plan Review for the Town of Oakville.
- The town's five-year Official Plan Review was 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.
- Town Council identified the Urban Structure Review on February 1, 2016 as a town-wide land use planning policy study required to review the town's urban structure and policies established by the Livable Oakville Plan and the North Oakville Secondary Plans.
- The Urban Structure Review study was initiated on February 16, 2016 when the Livable Oakville (Official Plan) Council Sub-Committee received the report entitled Urban Structure Review dated February 9, 2016. The study is a component of the ongoing five-year Official Plan Review.
- The proposed Official Plan Amendment is in accordance with the direction given by Town Council, as it comprises the implementation of the draft preferred urban structure and policy directions recommended by the Urban Structure Review.
- It is anticipated that future amendments will be brought forward to implement the results of other town-wide studies that are part of the five-year Official Plan Review as well as to address conformity with the regional Official Plan and provincial land use plans.
- The statutory public meeting on the proposed Official Plan Amendment was held on June 12, 2017.
- The recommendation report meeting was held on September 26, 2017.

- Notification of the statutory public meeting and recommendation report meeting was given to the agencies and public bodies prescribed by the *Planning Act* and published in the local newspaper.
- The proposed Official Plan Amendment was made available at Town Hall in the Planning Services department and posted to the town’s website ([www.oakville.ca](http://www.oakville.ca)) for the prescribed period in accordance with the *Planning Act* prior to consideration by Council.

**Part 2 – The Amendment**

**A. Text Changes**

The amendment includes the changes to the text of the Livable Oakville Plan listed in the following table.

Item No.	Section	Description of Change
1	Section 3. Urban Structure	<i>Replace Section 3, Urban Structure in its entirety as shown in Appendix A.</i>
2	Section 28. Implementation	<i>Insert a new Section 28.1 and 28.2 as shown in Appendix B and renumber the remainder of the section accordingly.</i>
3	Section 29. Interpretation	<i>Delete the existing definition for “Municipal Comprehensive Review” and replace with the following:</i>  “A new official plan, or an official plan amendment, initiated by an upper- or single-tier municipality under section 26 of the <i>Planning Act</i> that comprehensively applies the policies and schedules of the Growth Plan, 2017.”
4	Section 29. Interpretation	<i>Delete the existing definition for “Major Transit Station Area” and replace with the following:</i>  “means the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk.”

5	Section 29. Interpretation	<p><i>Insert into Section 29.5 the following defined terms in the appropriate alphabetical order:</i></p> <p><i>Mobility Links</i> are thoroughfares identified in Halton Region’s Mobility Management Strategy that serve as local service/inter-municipal transportation connections, which provide access to important inter-municipal destinations.</p> <p><i>Public Service Facilities</i> means lands, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services. <i>Public service facilities</i> do not include <i>infrastructure</i>.</p> <p><i>Provincial Priority Transit Corridor</i> means a corridor identified on Schedule 5 of the Growth Plan, 2017 and designating the CN Rail/Lakeshore GO line in Oakville.</p> <p><i>Regional Transit Priority Corridor</i> means a thoroughfare identified in Halton Region’s Mobility Management Strategy that has or is planned to provide greater levels of transit service connecting people to existing and planned local and regional destinations including <i>urban growth centres</i>, mobility hubs, <i>employment areas</i>, <i>major transit station areas</i> and abutting municipal connections. <i>Transit priority corridors</i> provide a focus for transit-supportive development.</p> <p><i>Required Comprehensive Official Plan Review</i> means a town-initiated process under Section 26 of the <i>Planning Act</i>.</p> <p><i>Scenic corridor</i> means a thoroughfare containing roads and associated features that are recognized for their scenic value and for their related natural and cultural heritage features.</p> <p><i>Strategic Growth Areas</i> means within <i>settlement areas</i>, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating <i>intensification</i> and higher-density mixed uses in a more compact built form.</p> <p><i>Strategic growth areas</i> include <i>urban growth centres</i>, <i>major transit station areas</i>, and other major opportunities that may include infill, redevelopment, <i>brownfield sites</i>, the expansion or conversion of existing buildings, or <i>greyfields</i>. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or</p>
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		<i>higher order transit</i> corridors may also be identified as <i>strategic growth areas</i> . (Growth Plan, 2017)
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## B. Schedule Changes

The amendment includes the changes to the schedules of the Livable Oakville Plan listed in the following table.

Item No.	Section	Description of Change
6	Schedule A1 - Urban Structure	<i>Replace Schedule A1 - Urban Structure in its entirety as shown in Appendix C.</i>

## APPENDIX A Changes to the Text of the Livable Oakville Plan

### *“Preserving and Creating a Livable Town*

#### 3. URBAN STRUCTURE

The urban structure sets out the framework for where and how the Town will grow and how to determine Oakville’s *character* and form.

Urban structure elements are not intended to be land use designations, and are not intended to grant development rights or to predetermine the specific land uses that will be permitted on any particular parcel of land.

The Town’s urban structure has been shaped by the shoreline of Lake Ontario, its environmental features, historic routes and original settlements. The lake, together with Sixteen Mile Creek, Bronte Creek and other tributaries, provided for the original harbours and their associated commercial centres, resources, trade and manufacturing industries. The lake, creek valleys and tributaries have been used as travel routes for centuries and today form a network of green connections across the town.

Historic routes include Dundas Street, one of Ontario’s earliest military and colonization roads, Lakeshore Road and the CN railway. These routes, in addition to the grid of former township roads, the Queen Elizabeth Way (QEW), Highway 403 and Highway 407, have contributed to Oakville’s existing *development* pattern.

The Town is a growing and attractive destination for businesses and residents. This appeal comes from a high quality of life and from its location within the *Greater Golden Horseshoe* and southern Ontario. The range of available lifestyle choices will continue to make the Town a place to which residents and businesses feel a sense of pride and connection.

The urban structure builds on these attributes and provides for the long-term protection of natural heritage, public open space and cultural heritage resources, maintains the character of residential areas and is the foundation to direct growth to identified nodes and corridors. The Town’s urban structure is comprehensive and provides certainty to guide major *infrastructure* investment and to maximize cost effectiveness. It is the basis for the policies in this Plan and for making planning decisions.

The urban structure consists of a number of distinct and interconnected elements shown on Schedule A1, Urban Structure.



### **3.1 Natural Heritage System**

The Natural Heritage System recognizes a linked system of natural areas including natural features, *hazard lands*, buffers and linkages. It is intended that these natural areas be protected from *development* and preserved for the long term in order to promote sustainability and contribute to the quality of life in the Town.

### **3.2 Parkway Belt and Greenbelt**

The Parkway Belt and the Greenbelt are areas within the Town where development is limited in accordance with Provincial policy. Lands in the Parkway Belt in Oakville are primarily designed to provide a linked system of open space and recreational facilities. Lands in the Greenbelt are part of a broad area of land that is permanently protected, primarily for the purpose of protecting the natural heritage and water resource systems within.

### **3.3 Greenbelt - Urban River Valleys**

Greenbelt - Urban River Valley areas are part of the Greenbelt and assist in protecting key enhanced river valley corridors and recognizing their importance as connections between the rest of the Greenbelt and Lake Ontario.

### **3.4 Waterfront Open Space**

Waterfront Open Space recognizes the Town's waterfront and its important contribution to environmental protection and the provision of recreational opportunities.

### **3.5 Parks, Open Space and Cemeteries**

Parks, Open Space and Cemetery areas include publicly accessible land and locations for recreational opportunities and physical linkages that enhance the Town's *character* and quality of life, as well as contributing to sustainability.

### **3.6 Nodes and Corridors**

Nodes and Corridors are key areas of the Town identified as the focus for mixed use development and intensification.

Nodes and Corridors shown on Schedule A1 – Urban Structure are referred to in this in this Plan as Growth Areas and corridors and include Midtown Oakville, Uptown Core, Palermo Village, Kerr Village, Bronte Village, Downtown Oakville, Trafalgar Road Corridor (QEW to Dundas Street) and the corridors along Dundas Street and Speers Road. This Plan also identifies Nodes and

Corridors through the defined terms *intensification areas* and *intensification corridors*.

Nodes and Corridors are identified in the North Oakville Plans as the Health Oriented Mixed Use Node as well as urban core areas and include Trafalgar Urban Core Area, Dundas Urban Core Area and Neyagawa Urban Core Area.

The Nodes and Corridors identified in this Plan and in the North Oakville Plans comprise the town's *strategic growth areas* as that term is defined in the Growth Plan, 2017.

Midtown Oakville 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.

Bronte GO Station is identified as a *Major Transit Station Area* by the *Growth Plan* and is intended to accommodate *transit-supportive* growth and intensification.

The remaining Nodes and Corridors each have a unique existing and planned *character*, scale and potential to accommodate growth.

Downtown Oakville, Kerr Village and Bronte Village are intended to develop as mixed use centres with viable main streets.

They are recognized in the urban structure as Main Street Areas for their distinctive *character* and are intended to accommodate lesser amounts of intensification.

This Plan, along with the North Oakville Plans, provide detailed policies for the *development* of the identified Nodes and Corridors.

For those areas identified on Schedule A1 – Urban Structure as Nodes and Corridors for Further Study, future review shall provide updated and new policies to delineate boundaries, the mix of land uses and the intensity and scale of *development*.

### **3.7 Employment Areas**

*Employment Areas* provide for a mix of employment uses including industrial, manufacturing, warehousing, offices, and associated retail and ancillary facilities. The *Employment Areas* are generally located along the provincial highways including the QEW, the 403 and the 407. The Employment Mixed Use Corridor along Speers Road and Cornwall Road is identified for its mix of non-traditional employment *development*.

It is anticipated that *development* in the *Employment Areas* shall continue to reflect an evolving town-wide macro-economy premised on decreased industrial and manufacturing growth and increased demand in the office sector. *Employment Areas* shall be planned to accommodate a more compact, *transit-supportive* and pedestrian-oriented environment, with a range of employment-supportive amenities.

### **3.8 Major Commercial Areas**

Major Commercial Areas provide concentrations of commercial facilities serving a broader area within the region. These areas are located at the intersection of major arterial roads with proximity to highway access.

### **3.9 Residential Areas**

Residential Areas include low, medium and high density residential uses as well as a range of compatible facilities such as schools, places of worship, recreational and commercial uses that serve the residents of the Town.

Some growth and change may occur in the Residential Areas provided the *character* of the area is preserved and the overall urban structure of the town is upheld. The *character* of the Residential Areas will be significantly influenced by their relationship to the Natural Heritage System, parks and open space areas.

### **3.10 Cultural Heritage Resources**

The Town has a long tradition of identifying and conserving *cultural heritage resources*, and is required to do so under Provincial Policy.

Heritage Conservation Districts and *cultural heritage landscapes* are elements of the urban structure and are shown on Schedule A1, Urban Structure. Other *cultural heritage resources* are important features of the Town but due to their size are not identifiable at the scale of the urban structure.

As additional Heritage Conservation Districts *and cultural heritage landscapes* are protected and registered under the *Ontario Heritage Act*, they shall be added to Schedule A1, Urban Structure.

### **3.11 Major Transportation Corridors, Provincial Priority Transit Corridor and Utility Corridors**

The future of transportation is based on the principle of “mobility-as-a-service” and a focus on a *multi-modal* transportation system. Major Transportation

Corridors as well as Proposed Major Transportation Corridors are identified in the urban structure as the foundation of the Town's *multi-modal* transportation system. These major elements include arterial roads and major collector roads.

The Provincial Priority Transit Corridor, Utility Corridor and Provincial Highways are also identified in the Town's urban structure in support of the transportation system.

The function of this transportation system is to provide connectivity locally, between the Town's Nodes and Corridors and throughout the Region. This connectivity shall be achieved by delivering a full range of *multi-modal* facilities.

### **3.12 Regional Transit Priority Corridors and Mobility Links**

*Regional Transit Priority Corridors and Mobility Links* are identified in a town-wide grid network that is key to connecting people via transit throughout the region as well as to local destinations including nodes, mobility hubs, *major transit station areas* and *employment areas*.

*Regional Transit priority corridors* provide a key focus for *transit-supportive* development.

### **3.13 Major Active Transportation Connections**

Major Active Transportation Connections are recognized as an element of the urban structure and an essential component of the transportation system to provide for sustainable and viable transportation choices as alternatives to the car.

### **3.14 Scenic Corridor**

*Scenic Corridors* are recognized for their scenic value and for their natural and cultural heritage features. These important features need to be maintained or restored since they add value and contribute to the Town's *character*.

### **3.15 Major Transit Station, Regional Transit Node and Proposed Transit Node**

Major Transit Stations, Regional Transit Nodes and Proposed Transit Nodes are at key locations to integrate with the town-wide transportation system and to provide a focus for *transit-supportive* development that facilitates first mile-last mile connections and solutions.”

## APPENDIX B Changes to the Text of the Livable Oakville Plan

### “28.1 Official Plan

- 28.1.1 The Town may make amendments to this Plan at any time, or revise it and/or incorporate new objectives, policies and land use designations.
- 28.1.2 *A municipal comprehensive review* shall be required for the redesignation of an *employment area* to a designation that permits non-employment uses. For greater clarity, this policy also applies to areas that fall within the Employment Area overlay on Map 1 of the Halton Region Official Plan.
- 28.1.3 *A municipal comprehensive review* shall be required for:
- a) the identification of new *strategic growth areas*;
  - b) significant changes to the boundaries of existing *strategic growth areas*.
- 28.1.4 *A required comprehensive Official Plan review* is the only time when the Town shall consider modifications to the Major Commercial Area element as shown on Schedule A1, Urban Structure.
- 28.1.5 Urban structure elements as shown on Schedule A1, Urban Structure are not intended to be land use designations, and are not intended to grant development rights or to predetermine the specific land uses that will be permitted on any particular parcel of land.
- 28.1.6 Detailed land use designations and policies for *development* are found in Part D, Land Use Designations and Policies and on the Land Use Schedules E through K. In the event of a conflict between the boundaries identified on Schedule A1, Urban Structure and the Land Use Schedules E through K, the Land Use Schedules E through K shall prevail.
- 28.1.7 At the time of the next *required comprehensive Official Plan review*, the Town shall consider the requirements of *The Planning Act* and any other relevant matters.
- 28.1.8 Any amendment to this Plan that would result in a significant reduction in the number of residents and jobs that could be accommodated on a site shall only be considered through a *required comprehensive Official Plan review*.

### 28.2 Site-Specific Official Plan Amendments

- 28.2.1 The Town shall evaluate site-specific amendments to this Plan within the context of the goals, objectives and policies of this Plan.
- 28.2.2 The proponent of an official plan amendment shall submit reports to the satisfaction of the Town demonstrating the rationale for the amendment in accordance with the submission requirements set out in Part F of this Plan.
- 28.2.3 Submissions must demonstrate that the proposed amendment:
- a) is consistent with the Town’s mission and guiding principles.
  - b) does not undermine the Town’s urban structure in terms of:
    - i) directing growth to identified nodes and corridors, and ensuring their timely development in a manner that makes effective and efficient use of existing and planned investment and achieves the planned objectives for these areas;
    - ii) protecting natural heritage systems;
    - iii) protecting waterfront open space, parks and other public open space;
    - iv) conserving *cultural heritage resources*; and,
    - v) the maintenance of the *character* of established residential areas, *employment areas* and major commercial areas.
  - c) is consistent with Provincial, Regional and Town plans for *multi-modal* transportation systems, municipal services, *infrastructure* and *public service facilities*.
  - d) does not result in adverse fiscal impacts for the Town.
  - e) is an appropriate use for the land.
  - f) is *compatible* with existing and planned surrounding land uses.
  - g) is not more appropriately considered under a *required comprehensive Official Plan review* or a *municipal comprehensive review*.
  - h) does not establish an undesirable precedent if approved.
  - i) satisfies all other applicable policies of this plan.”
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## APPENDIX C

### Changes to Schedules of the Livable Oakville Plan

